

## COMPLAINT

SECONDARY COMPLAINTS

## Shift timing concerns and throttle buzz

- Poor kickdown due to low TV pressure
- Late 2-3 upshifts
- Oversensitive 3-2 downshifts

## CAUSE

Wear at the inboard/balance circuit causes high throttle pressure and late upshifts. Wear of the OE valve or the bore at the "V" metering groove circuit causes sensitive 2-3, 3-2 shift timing. Wear at the sleeve area reduces throttle pressure and causes early shifts.

## CORRECTION

The Sonnax oversized valve and plunger restore proper clearances to prevent cross leaking and throttle buzz.

## Oversized Throttle Valve Kit

### 32229-01K

- 1 Oversized Throttle Valve Plunger
- 1 Oversized Throttle Valve Sleeve
- 1 Oversized Throttle Valve
- 1 Alternative TV Spring
- 3 Shims

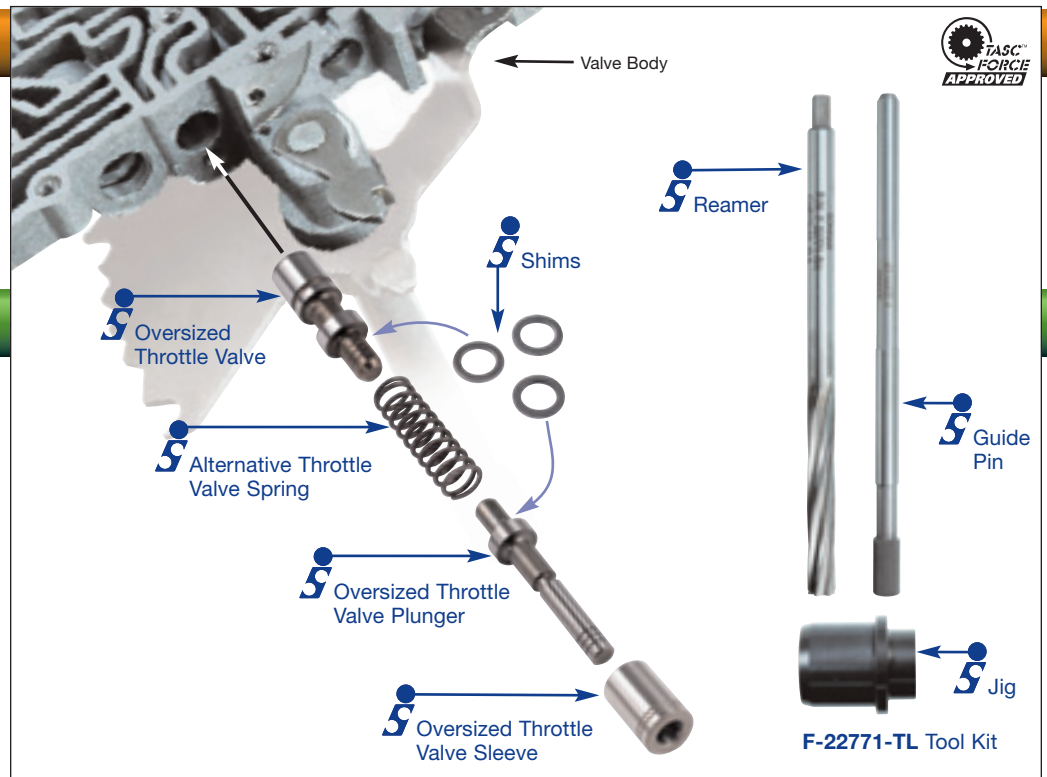


### F-22771-TL

- 1 Reamer
- 1 Guide Pin
- 1 Jig



**Note:** Due to the nature of this OEM valve body design, the Sonnax Valve Body Reaming Fixture **VB-FIX** is required for use with this tool kit.



### Sonnax Part Summary

Common complaints with Chrysler FWD 3-speed units are shift timing concerns, throttle buzz, poor kickdown and/or early upshifts caused by throttle valve and bore wear. These complaints are caused by bore wear and the valve body typically has to be scrapped. Sonnax now offers an oversized TV repair kit, **32229-01K**, to salvage the valve body and restore throttle valve control by oversizing the bore and replacing the valve with an oversized version that restores proper clearances.

### Features & Benefits

- Throttle plunger, sleeve, and throttle valve are made from hardened steel for better wear resistance and to minimize damage from linkage contact and buzz.
- Kit includes three shims and an alternative TV spring to allow adjustment and tuning of TV pressure.
- Allows salvage of valve body with worn TV bore.