

## COMPLAINT

SECONDARY COMPLAINTS

## DTC's P0734, P0735 or P0729

- Slippage or shock on kickdown
- Slippage in steady driving 4, 5 or 6th gear

## CAUSE

High and/or low pressure in the solenoid modulator circuits may cause wear. Wear at the inboard end causes excessive feed pressure. This floods the solenoids, reduces reaction time, resulting in harsh shifting and high line pressure. Wear at outboard and mid-section reduces solenoid modulator pressure. This loss has the most effect on engagements and boost oil for line pressure rise.

## CORRECTION

The Sonnax wear resistant sleeve and valve corrects circuit pressure loss and restores control over solenoid modulator valve function.

## Solenoid Modulator Valve Kit

### 39741-18K

Two Locations

- 1 Solenoid Modulator Valve
- 1 Solenoid Modulator Sleeve
- 1 Spring
- 1 Plug



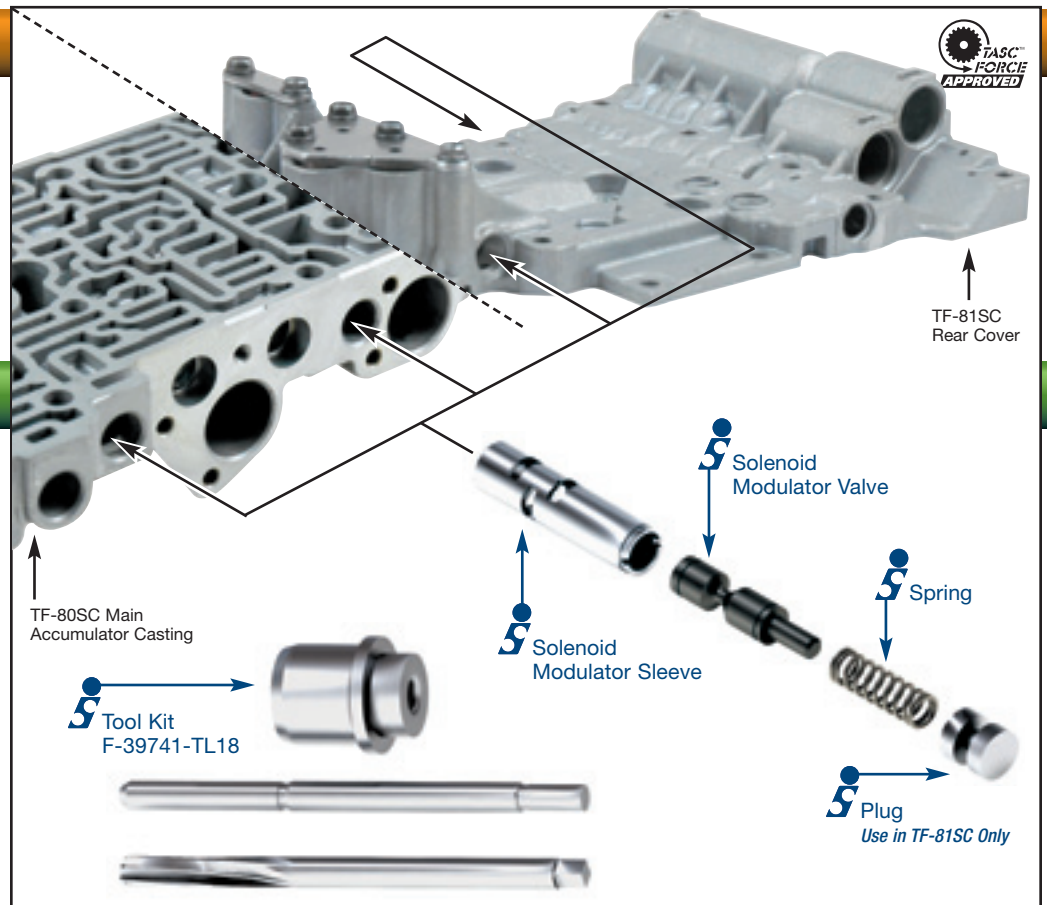
Use in TF-81SC Only

### F-39741-TL18



- 1 Reamer
- 1 Guide Pin
- 1 Reamer Jig

**Note:** Fits Volvo (AM6); Opel (AF40); Peugeot (TF80); Saab (AF40/6); Land Rover (TF80); Ford (AF21) and Mazda (AW6A-EL).



## Features & Benefits

- The hard-coat anodized aluminum valve resists wear and has added annular grooves for better centering in the bore.
- The highly wear-resistant sleeve and lengthened front valve spool provide 75% more sealing contact area.
- This kit includes a new end plug and spring for proper calibration.

## You need this if...

Either a Wet Air Test or a Vacuum Test in the locations shown, result in leakage. A vacuum test must hold a minimum of 18".

