

COMPLAINT

SECONDARY COMPLAINTS

Delay reverse engagement

- Loss of 4th or 5th • Burned direct clutch

CAUSE

Wear at the reverse modulator valve bore due to constant oscillation allows leakage of variable solenoid feed and direct clutch apply pressure.

CORRECTION

Refurbish the valve bore and install the Sonnax sleeve, valve and spring to restore proper hydraulic function and prevent future wear.

Reverse Modulator Valve Kit

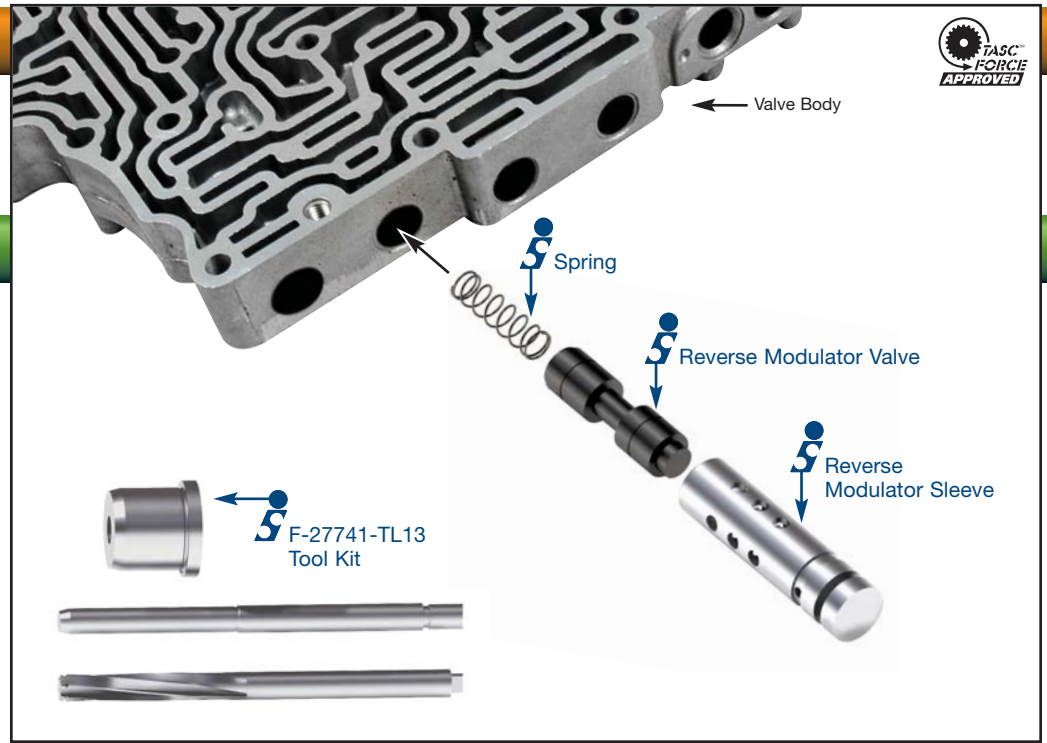
56947J-23K

- 1 Valve
- 1 Sleeve
- 1 Spring



F-27741-TL13

- 1 Reamer
- 1 Guide Pin
- 1 Reamer Jig



Sonnax Part Summary

The direct clutch is applied in reverse, 4th and 5th gear by the variable force PC-C solenoid. Fluid pressure from the solenoid (VFS3) is routed thru the reverse pressure modulator and reverse engagement valves, which then stroke appropriately to route apply pressure to the direct clutch. Wear at the reverse pressure modulator valve bore and end plug results in leakage of the solenoid feed and direct clutch apply pressures, resulting in slipping or loss of 4th/5th gear, burned direct clutches, and delayed reverse engagement.

Features & Benefits

- Sleeve manufactured from highly wear-resistant aluminum incorporates the end plug to prevent instability and wear, and provides more sleeve/valve contact for better hydraulic sealing.
- Anodized aluminum valve incorporates annular grooves to hydraulically center valve and prevent wear.
- Tool kit can be used in 2 additional 5R55W/S bores as well as a Toyota U150/U250E applications.

You need this if...

A Wet Air or Vacuum Test in the location shown, results in leakage. A Vacuum Test should reach minimum of 18" vacuum.

