

## COMPLAINT

SECONDARY COMPLAINT

### 1-2 bang (light throttle) or end bump shift

- Shortened 2-4 band life

## CAUSE

Accumulator control is incorrect for the vehicle application, and/or wear of the aluminum sleeve allows oil loss.

## CORRECTION

Using one of these three assemblies will eliminate oil loss and maintain holding power to ensure proper shift feel.

## Accumulator Valve Train Assembly

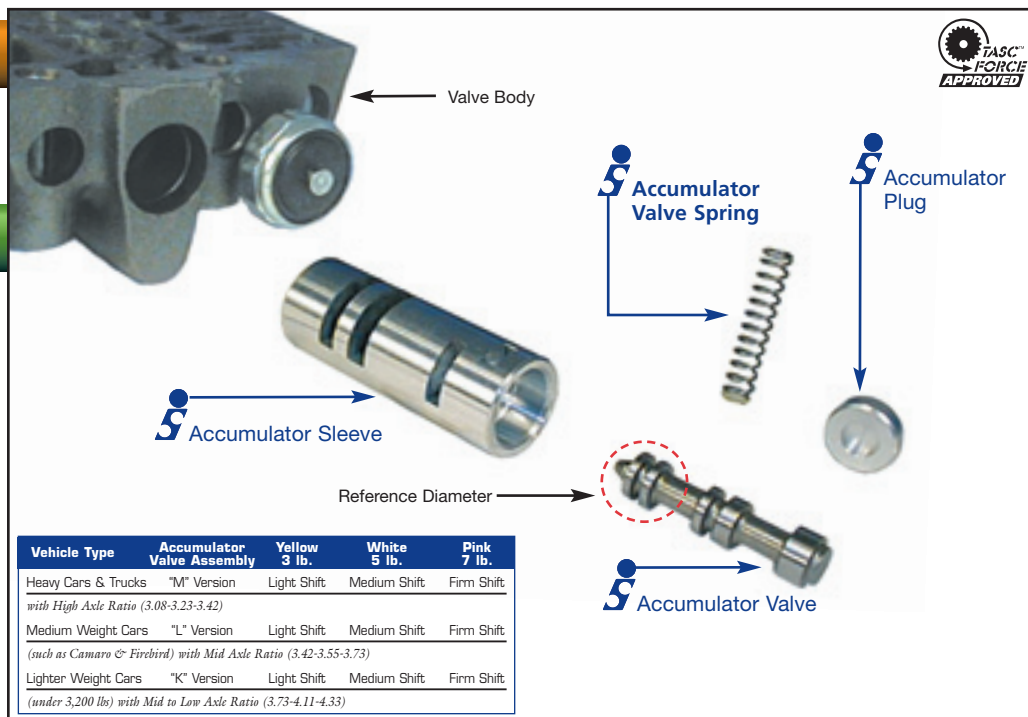
**77777M-K** .341"

**77777L-K** .330"

**77777K-K** .315"

Each includes the following

- 1 Accumulator Valve
- 1 Accumulator Sleeve
- 1 Accumulator Plug
- 3 Accumulator Springs



### Sonnax Part Summary

Vehicles with a 200-4R, 700-R4, or 4L60-E transmission can experience 1-2 light throttle abrupt or "bang" shifts, especially when using the "093" Corvette or "553" 2nd apply servo pistons. The current industry solution is to make the servo piston apply diameter smaller. However, this limits the 2-4 band life. This shift problem can occur due to sleeve wear allowing torque signal and/or accumulator pressure leakage, or when the accumulator valve is too large for the application, resulting in too much pressure on the 2-4 band. This valve train has multiple OEM size variations, including B, A, N, M, L, K, and F. The size variations are clearly stamped with the letter on the aluminum sleeve. Most vehicles, depending upon the transmission/engine combination, can use either the M, L, or K version. However, these are not available unless scavenged from other valve bodies. Sonnax has designed three replacement accumulator valve train assemblies: 77777M-K for the M (.341" valve diameter); 77777L-K for the L (.330" valve diameter); and 77777K-K for the K (.315" valve diameter).

### Features & Benefits

- Sleeve is manufactured from high-quality aluminum designed to prevent excessive wear due to the reciprocating motion of the steel valve.
- Each kit contains three springs of varying spring rates to select from to obtain proper shift feel.