

## Chrysler 42RE, 42RH, 44RE, 44RH, 46RE, 46RH, 47RE, 47RH, A727, A904

### Oversized Lube Regulated Pressure Regulator Valve Kit

Part No.

**22771A-07K**



- Valve
- Plug
- Spring

Patent No. 6,712,726

**NOTE:** Fits '78-later only (Figure 1)

Sonnax pressure regulator valve and manual valve (available separately) can be used independently, but are of greatest benefit when used as a pair.

### Tool Kit

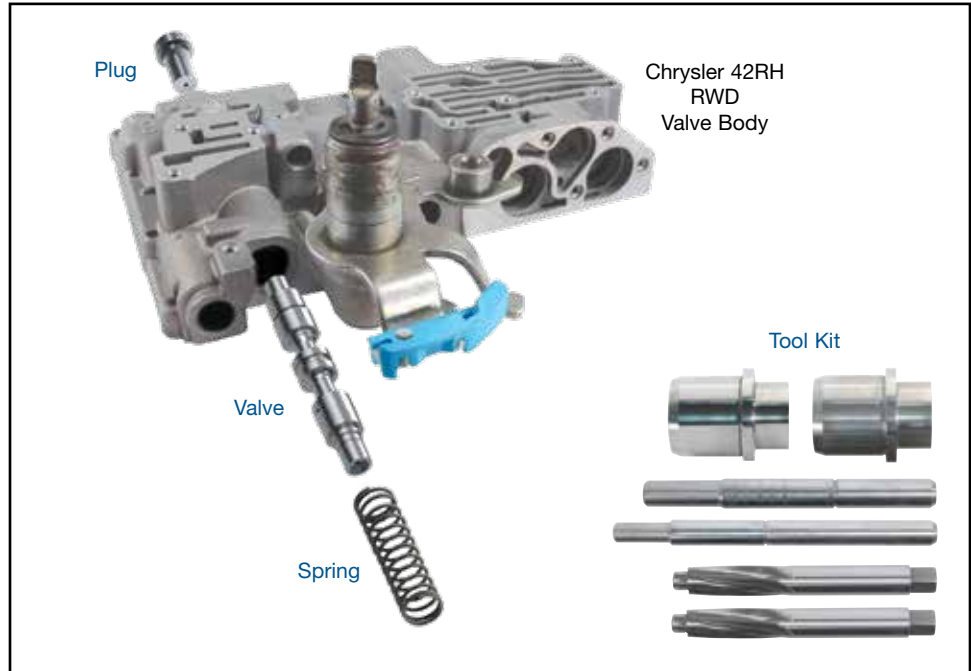


Part No.

**F-22771A-TL7**

- Reamers (2)
- Jigs (2)
- Guide Pins (2)

**NOTE:** Sonnax “F-Tool” kits designed to service a specific bore require the VB-FIX, a self-aligning valve body reaming fixture. More information and instructions can be found online at [www.sonnax.com](http://www.sonnax.com).



'77-Earlier Pressure Regulator Valve



**NOTE:** Do not use Sonnax valve if this style of OE valve is equipped.

'78-Later Pressure Regulator Valve



Figure 1

### 1. Valve Body Inspection

(Figure 2)

- If a line-to-lube hole has been drilled in the PR valve circuit, it should be plugged to reduce converter drainback.
- Inspect the line pressure plug and sleeve. Leakage here will result in poor line pressure control.
- Inspect the TV checkball separator plate seat. Leakage here may produce stacked shifts and/or no kickdown.

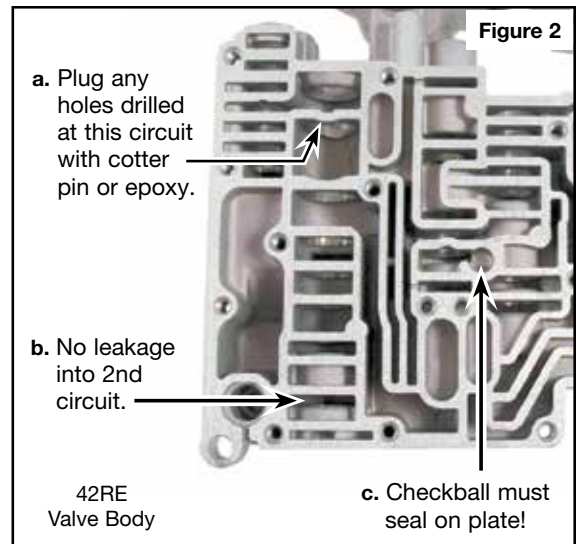


Figure 2

a. Plug any holes drilled at this circuit with cotter pin or epoxy.

b. No leakage into 2nd circuit.

c. Checkball must seal on plate!

42RE Valve Body

## 2. Disassembly

- Remove OE detent assembly and spring retainer bracket and save for reuse (**Figure 3**).
- Remove and discard OE pressure regulator spring and valve.
- Remove OE end plate on the opposite side of the bore, then the OE line pressure plug and sleeve, throttle pressure plug and spring (**Figure 2**). Discard throttle pressure plug and retain other components for reuse.

## 3. Bore Reaming

Ream pressure regulator and throttle pressure plug bores (for reaming instructions/reamer care, please visit [www.sonnax.com](http://www.sonnax.com)). Sonnax reaming tool kit **F-22771A-TL7** and **VB-FIX** are required for this operation.

- For pressure regulator bore, use jig **F-22771A-RJ** and guide pin **F-22771A-GP**, then bore with reamer **F-22771A-RM**.
- For throttle pressure plug bore, use jig **F-22771A-RJ2** and guide pin **F-22771A-GP2**, then bore with reamer **F-22771A-RM2**.

## 4. Installation & Assembly

**NOTE:** The Sonnax pressure regulator valve is a two-piece design that is held together with a retaining ring. Before installation, verify retaining ring is seated securely (**Figure 4**).

- Thoroughly clean valve bore and valve body of all debris.
- Install the Sonnax lube regulated pressure regulator valve, spring and OE spring retainer bracket (**Figure 5**).
- At the opposite end of the bore, install the OE spring, Sonnax throttle pressure plug and the OE pressure plug and sleeve assembly.
- Reinstall OE end cap.
- Adjust the pressure regulator adjusting screw so that there is a .300–.350" gap between the inside of the plates (**Figure 4**).
- Line pressure can be verified with a gauge after installation (pressure tap on the passenger side, middle of the case, between accumulators). Line pressure should be 62–65 psi idle at Drive.

**NOTE:** Line pressure in excess of 80 psi may cause binding due to cross-leaks and excessive throttle sensitivity.

**NOTE:** To prevent converter slippage, restricted cooler flow and possible hydraulic noise, remove the cooler line drainback valve.

## 5. Final Testing

Vacuum testing at the port(s) indicated holds the recommended minimum 15 and 18 in-Hg.

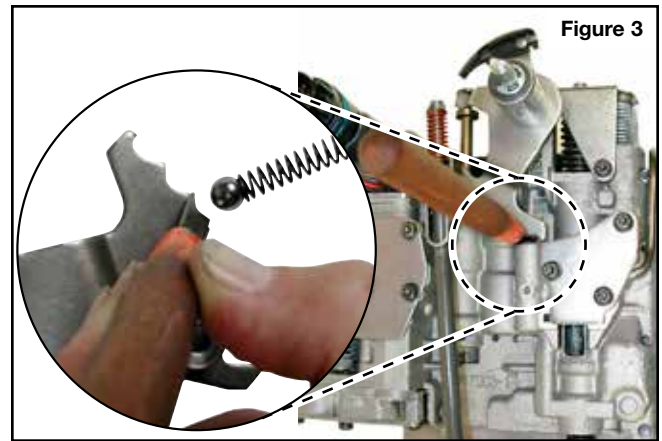


Figure 3

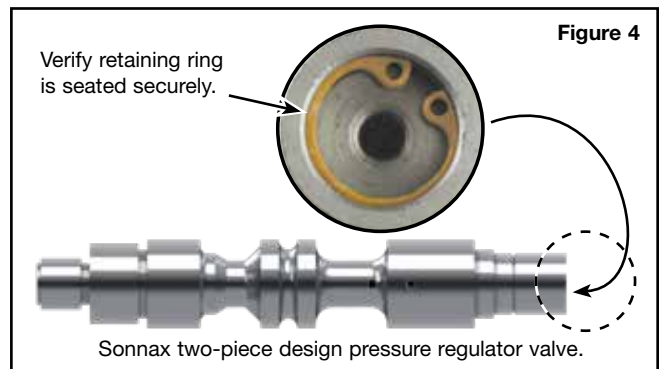


Figure 4

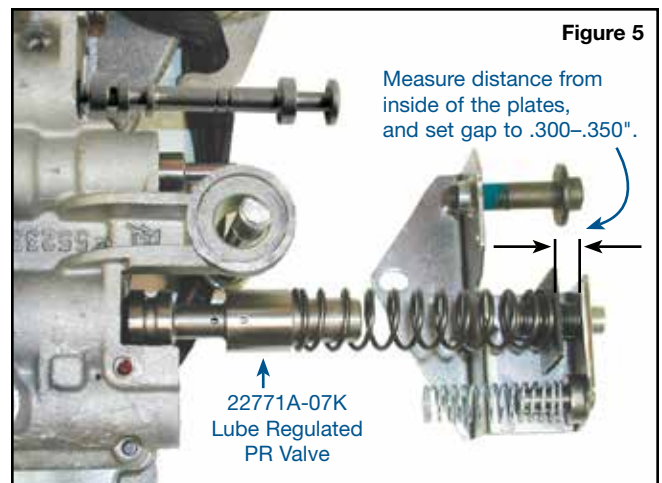


Figure 5

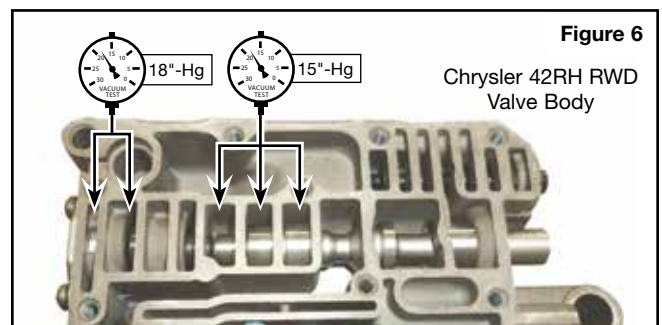


Figure 6

Chrysler 42RH RWD Valve Body