

Oversized Lube Regulated Pressure Regulator Valve & Line/TV Pressure Plug Kit



Part No.

22771A-16K

- Line/TV Pressure Plug Assembly
- Pressure Regulator Valve
- Pressure Regulator Spring

Patent No. 6,712,726

Tool Kit



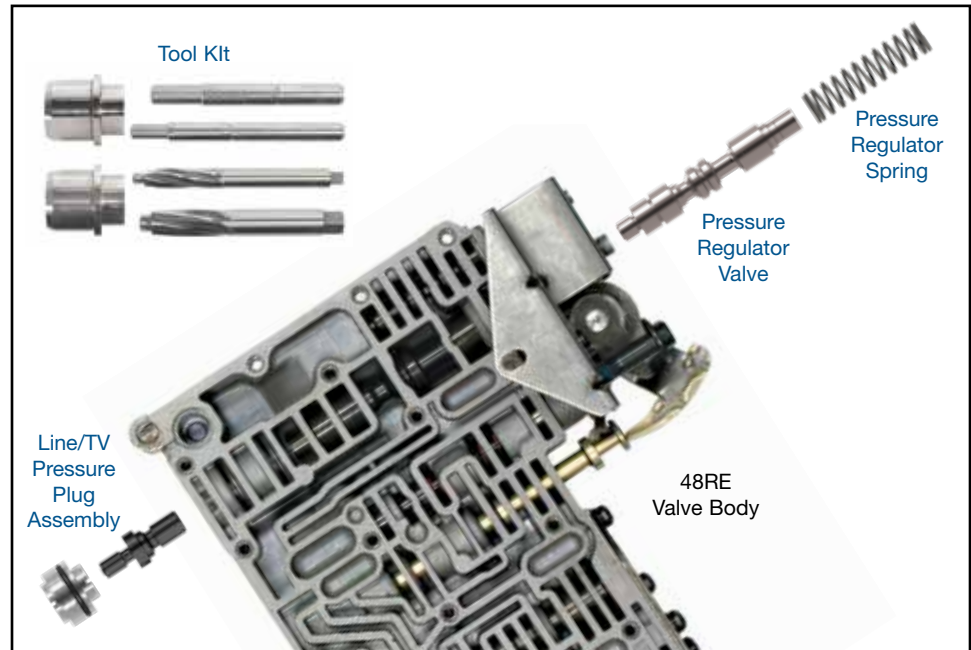
Part No.

F-22771A-TL7

- Reamer (2)
- Reamer Jig (2)
- Guide Pin (2)

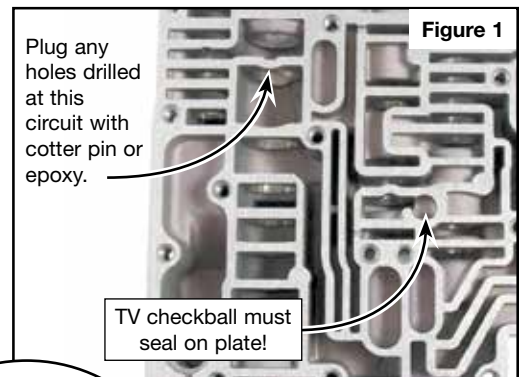
NOTE: Sonnax “F-Tool” kits designed to service a specific bore require the VB-FIX, a self-aligning valve body reaming fixture. More information and instructions can be found online at www.sonnax.com.

Chrysler 48RE



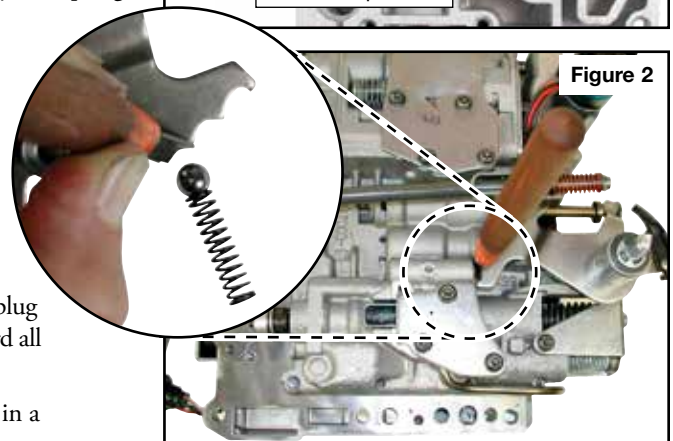
1. Valve Body Inspection

- If a line-to-lube hole has been drilled in the pressure regulator valve circuit, it should be plugged to reduce converter drain back (**Figure 1**).
- Inspect the TV checkball separator plate seat. Leakage here may produce stacked shifts and/or no kickdown (**Figure 1**).



2. Disassembly

- Remove OE detent assembly and spring retainer bracket (**Figure 2**).
- Remove OE pressure regulator spring and valve.
- Remove OE end plate on opposite side of the bore, then remove the line/TV pressure plug and sleeve assembly and spring.
- Keep OE line/TV pressure plug spring and end plate. Discard all other OE components.
- Clean the bore thoroughly in a solvent tank.



3. Bore Reaming

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

- To align pressure regulator valve use jig F-22771A-RJ and guide pin F-22771A-GP, then ream with reamer F-22771A-RM.
- To align the throttle pressure plug bore use jig F-22771A-RJ2 and guide pin F-22771A-GP2, then ream with reamer F-22771A-RM2.

4. Installation & Assembly

- Install the Sonnax oversized lube regulated pressure regulator valve, matched spring and OE spring retainer bracket (Figure 3).
- At the opposite end of the bore install the OE spring, the Sonnax oversized line/TV pressure plug and sleeve assembly (Figure 4).
- Install the end cap with the two screws.

NOTE: Ensure the end cap (plate) sits flush against the valve body and seals the bore. If the plate is not flush, remove material from the castellated side of the O-ringed sleeve. Remove the minimum material necessary to allow the plate to seal the bore. Do not remove more than .015" [0.38 mm] total from the sleeve. Pressure leaking at the plate will result in increased line pressure.

- Adjust the pressure regulator adjusting screw so that there is a .300–.350" gap between the inside of the plates (Figure 3). Line pressure should be 62-65 psi idle at Drive.
- Line pressure should be verified with a gauge after installation (pressure tap on the passenger side, middle of the case, between accumulators).

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

5. Final Testing

Vacuum testing at the port(s) indicated holds the recommended minimum 15 and 18 in-Hg (Figure 5).

