

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

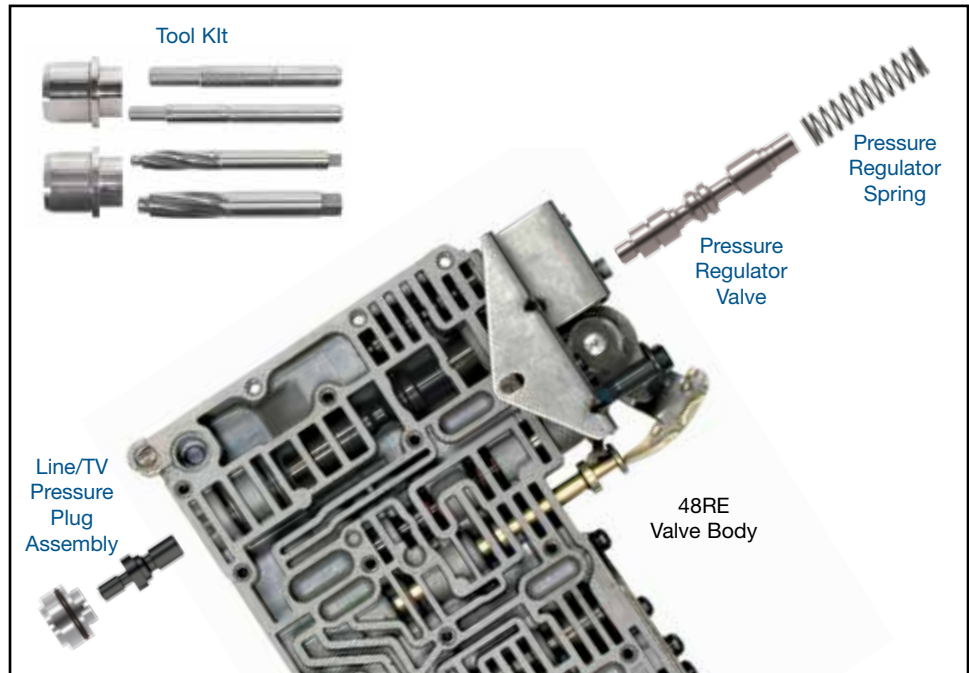


Part No.
F-22771A-TL7

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

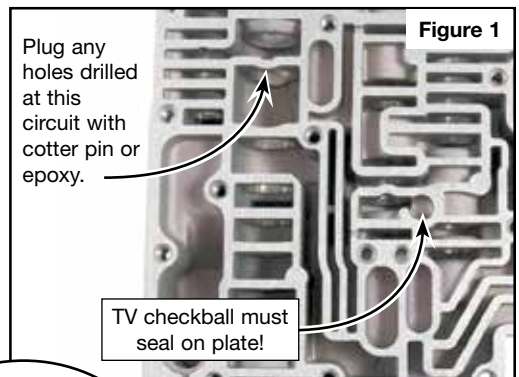
NOTE: Sonnax “F-Tool” kits designed to service a specific bore require the VB-FIX, a self-aligning valve body reaming fixture. More information and instructions can be found online at www.sonnax.com.

Chrysler 48RE



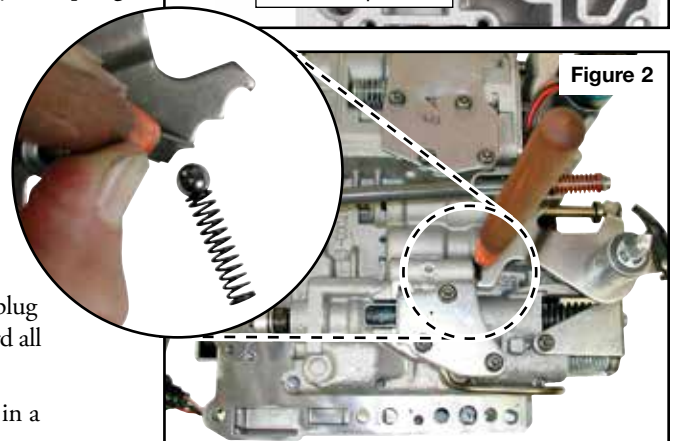
1. Valve Body Inspection

- 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**).

