

## COMPLAINT

SECONDARY COMPLAINT

## Burned bands, rear servo piston sticking/breakage

## CAUSE

Piston cocking in bore and pin bore wear inhibits band apply.

## CORRECTION

This billet aluminum piston resists breakage and rounded seal ridges prevent the piston from sticking in the case bore.

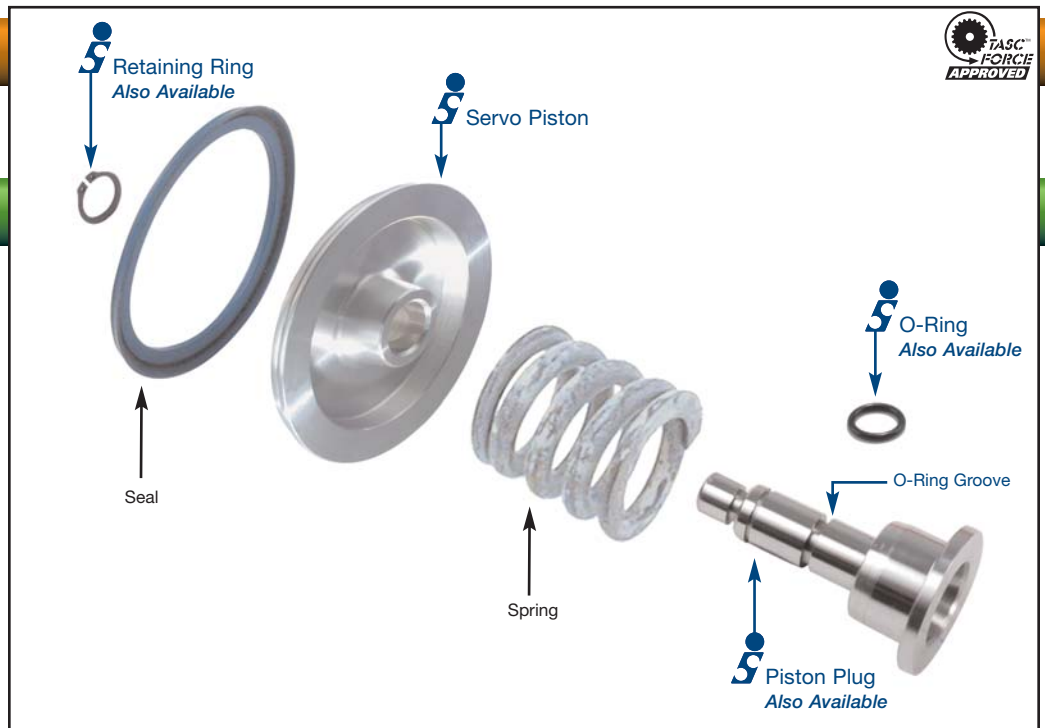
## Servo Pistons

<b>22912</b>	A727/46RH/RE
<b>22912A</b>	A904/A999/42RH/RE
<b>22912B</b>	47RH/RE, '94-'96
<b>22912C</b>	47-48RE, '97-Up

Each includes the following

1 Rear Servo Piston

### • Pin bore wear



Also Available

## Reverse Servo Piston Plug

**22912-01K**

Reverse Servo Piston Plug

**Note:** Fits all units listed above.

### Sonnax Part Summary

Many Chrysler A727, 42-46-47RH/RE, 48RE and A904 transmissions experience rear servo piston sticking/breakage, pin bore wear and reverse band slippage. The servo piston has a tendency to get cocked in the bore, inhibiting band apply. The high reverse line pressure continues to apply against a cocked piston, causing piston breakage. The bore of the piston also wears from side loading, resulting in insufficient band apply pressure. Sonnax has developed billet aluminum pistons 22912, 22912A, 22912B and 22912C to address these problems.

### Features & Benefits

- Sonnax billet pistons resist breakage better than the original cast pistons.
- Seal ridges on the pistons have been rounded to prevent the piston from sticking in the case bore.
- The lower piston seal ridge has been made slightly smaller to prevent sticking.



**OEM version of 22912B**  
47RH/RE, '94-'96



**OEM version of 22912C**  
47-48RE, '97-Up