

5HP-24-PR

Prevents/Corrects/Reduces

Runaway Pressure, Harsh Shifts,
Kick-Down Bang, Drum Breakage.

Fits: ZF5HP-24 Equipped Audi, BMW, Jaguar
and Range Rover Vehicles.

Pressure Regulator Repair
No special tools required!



LOOK HERE:

You can do this "In The Car" if it's still working and just has rough or bang shifts! If it's already missing gears, then do the next 2 pages during your o-haul.

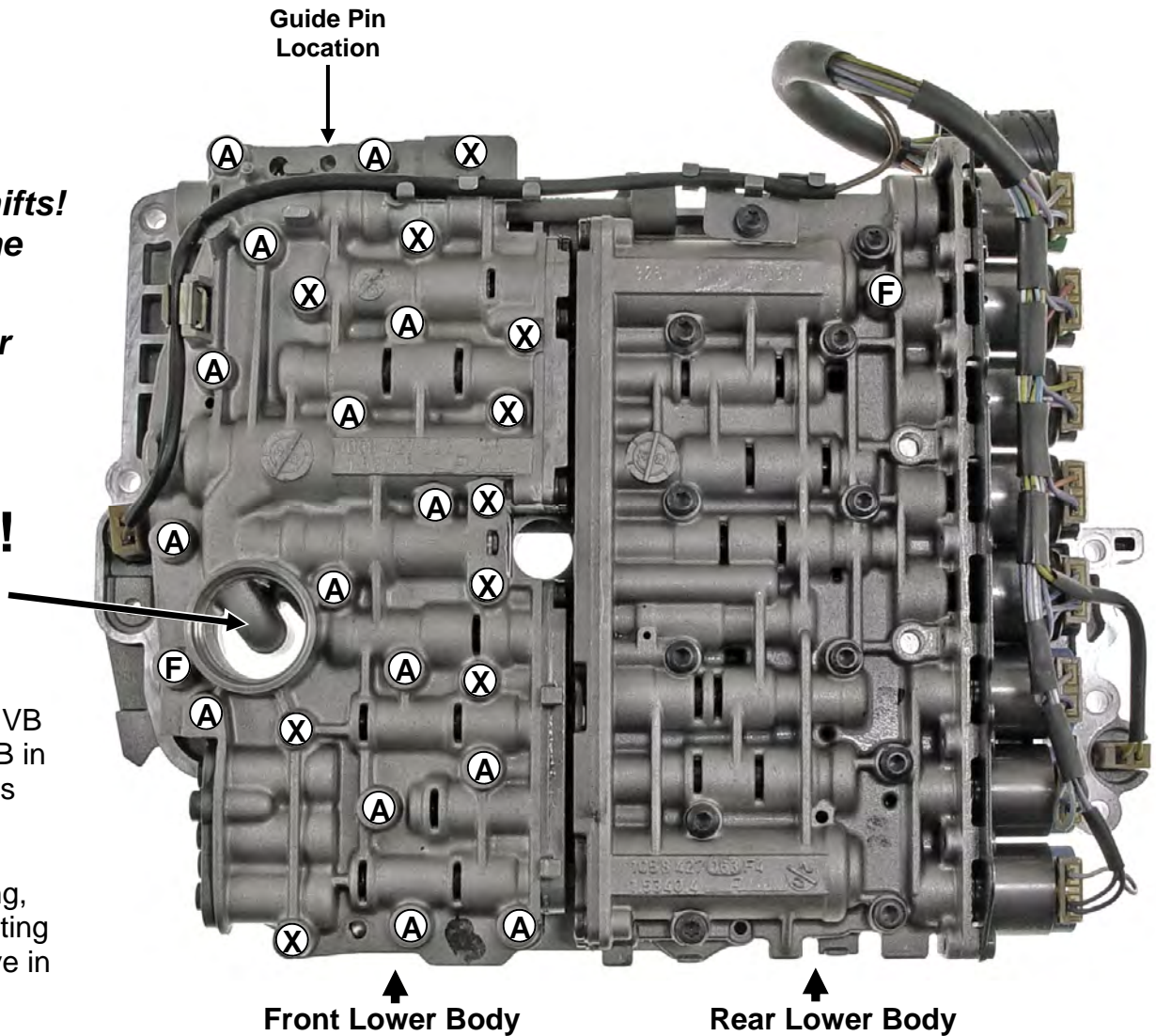
*Here's is how to remove the front lower body without removing the entire VB!
Makes it almost painless!*

I.D. The Valve Body First!

This kit **ONLY** fits VB's with PR vent here!

In The Car: Remove the "F" filter bolts & filter. Then remove the "A" (VB to Case) & "X" (Lower VB to Upper VB bolts). This leaves the rest of the VB in the car. Do not disturb the rest of the body unless you plan on doing a removal, disassembly and cleaning.

If your doing a complete disassembly & cleaning, **WATCH** the small parts locations in channel casting and valve positions. It's real easy to insert a valve in backwards! Please be careful!



Words of advice...

Repairing the pressure regulator valve malfunction that causes the associated complaints is a relatively simple fix and does **NOT** require the complete disassembly of the valve body.

If you need to disassemble this type of VB, exercise a great deal of care when removing the separator plate from the upper channel plate as this is where all the small parts are located. Make note of where the small parts go because they ARE DIFFERENT FOR EACH MODEL!

At this time we do not have the necessary data to help you sort out a misassembled valve body. **Be Careful!** Ok, enough warning, now the easy part. Lets fix it.

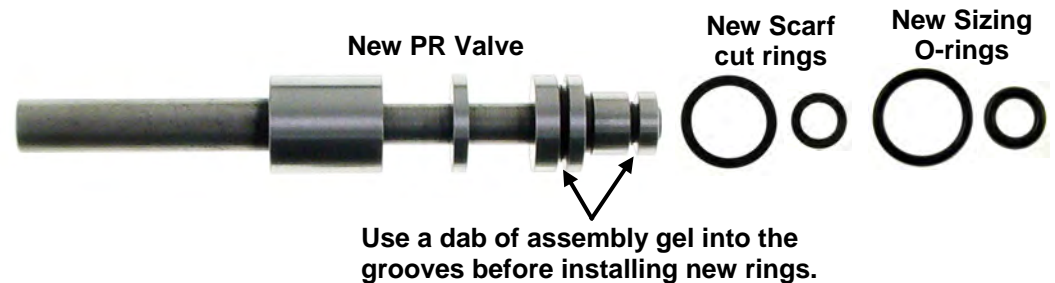
Step 1

Before starting any valve body work, install the 2 sealing rings on the new PR valve. This will allow **time** for them to “**size**” making the PR easier to install.

Clean new PR valve with brake clean and blow dry. Put a dab of assembly gel into the groove of the **large land**, then install the large ring. Use the large O-ring provided and roll it up onto the top of the ring to act as a sizing tool. Do the same to the small land using the small O-ring. If you have a **freezer**, put the valve in it while you prepare the VB. The rings **must** be below flush or the PR valve will NOT install!

Cold assembly gel, a cold valve and **sizing time** are the key!

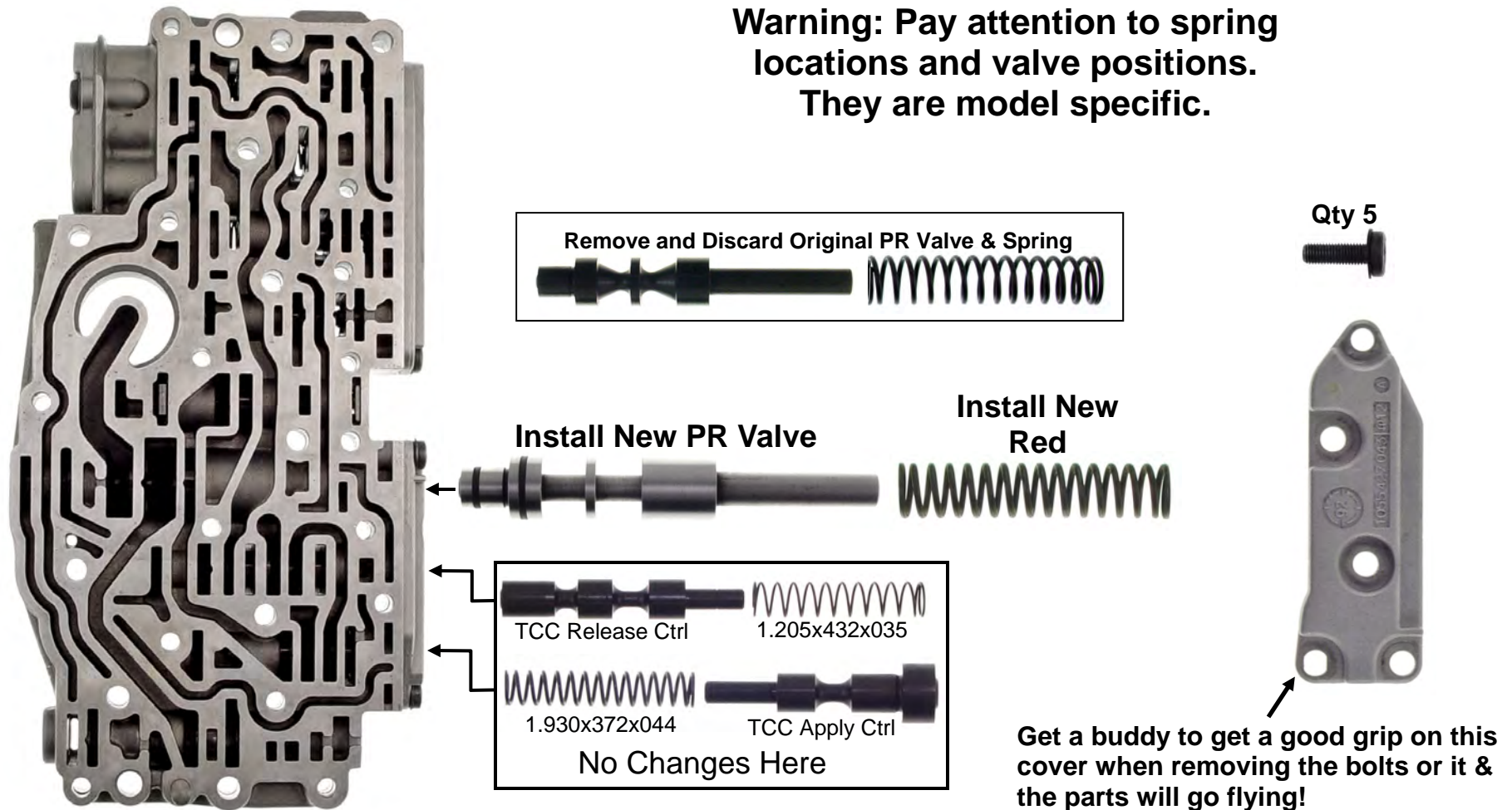
Use patience & finesse, not a shotgun!



New PR with New Rings and Sizing O-rings installed.
Put it in the freezer until ready to insert it into VB.
Remove sizing O-rings just BEFORE installing Valve.

Front Lower Body Repair

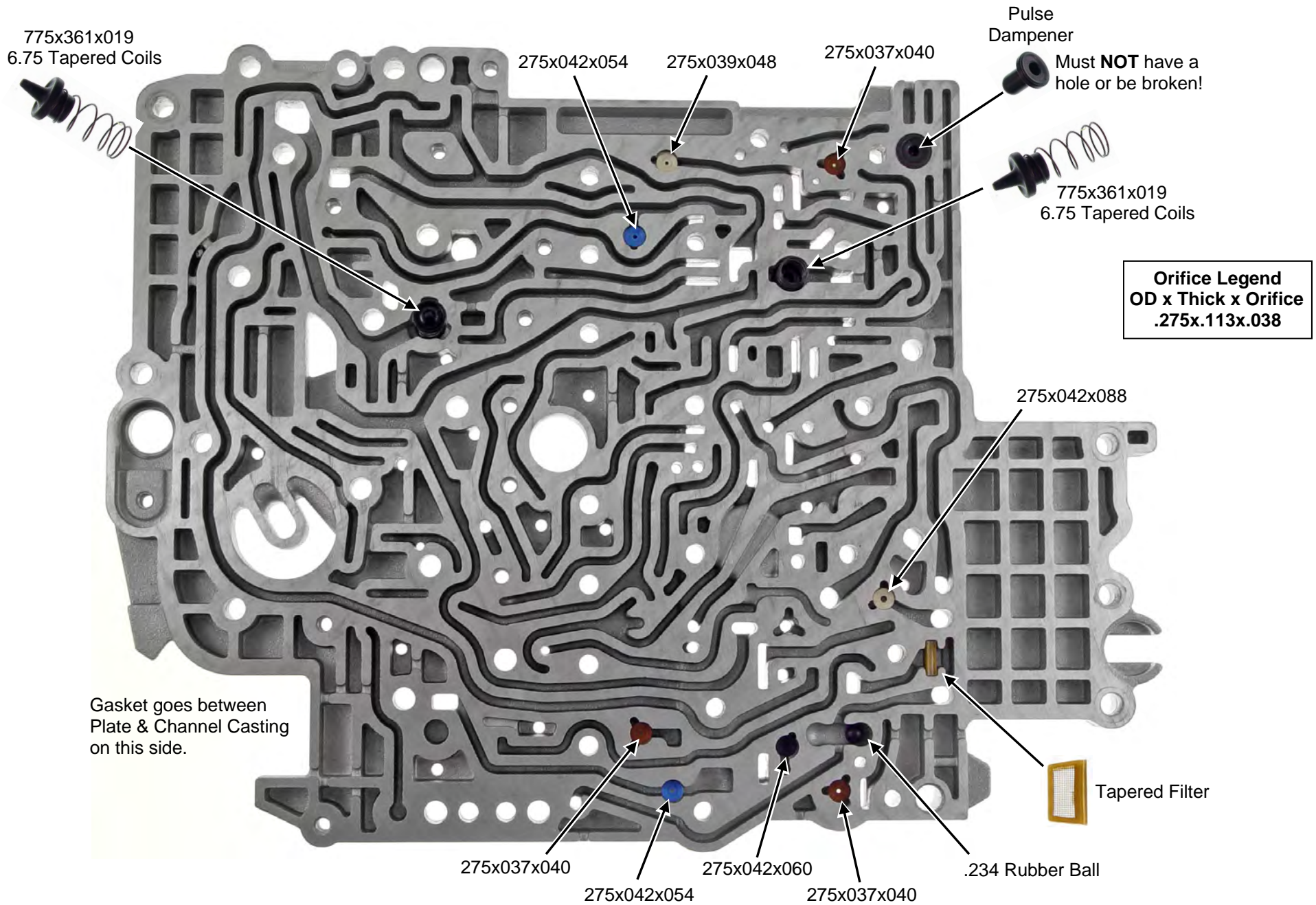
Warning: Pay attention to spring locations and valve positions. They are model specific.



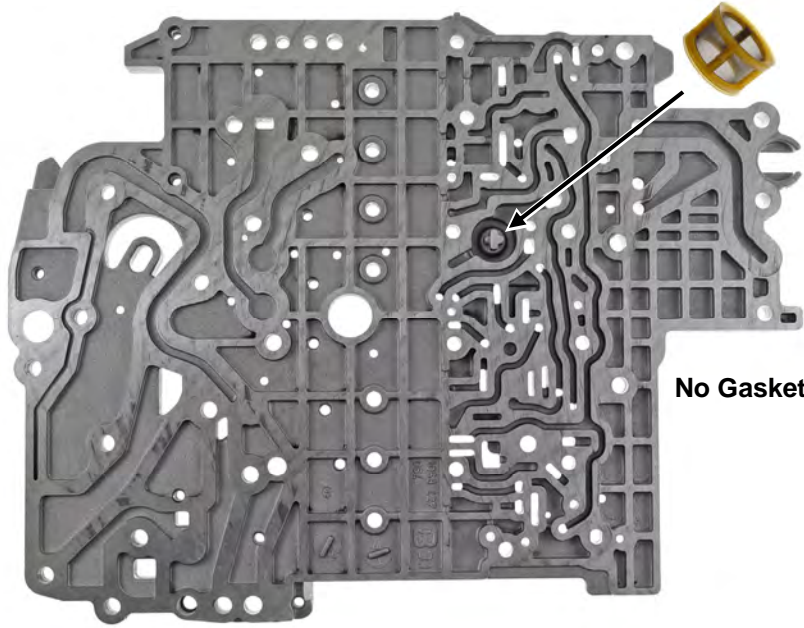
Step 1

With Lower Front body clean remove sizing O-rings off New PR Valve. Rings should be below flush all the way around. **Only** disturb them if you must. Gently insert PR valve into bore. It should slide in and bottom. If not, it's hung on one of the rings. **Don't force it!** Remove the valve and look for a ring edge sticking out or a gap in the scarf cut area. Should be no gap! Re-do **Page 2, Step 1** again. Install **new Red** spring after valve is installed. Re-Assemble VB. It's Fixed!

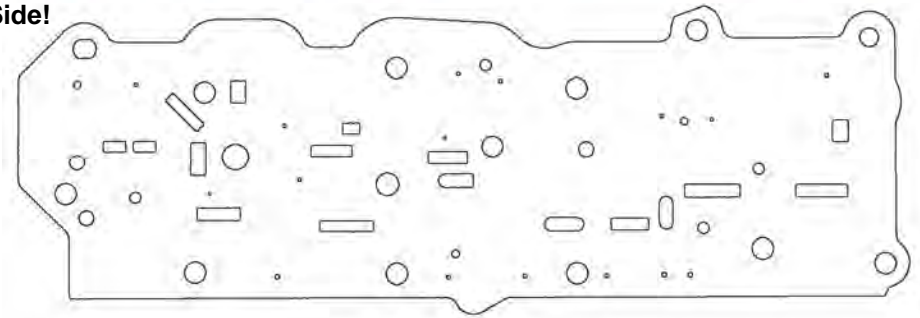
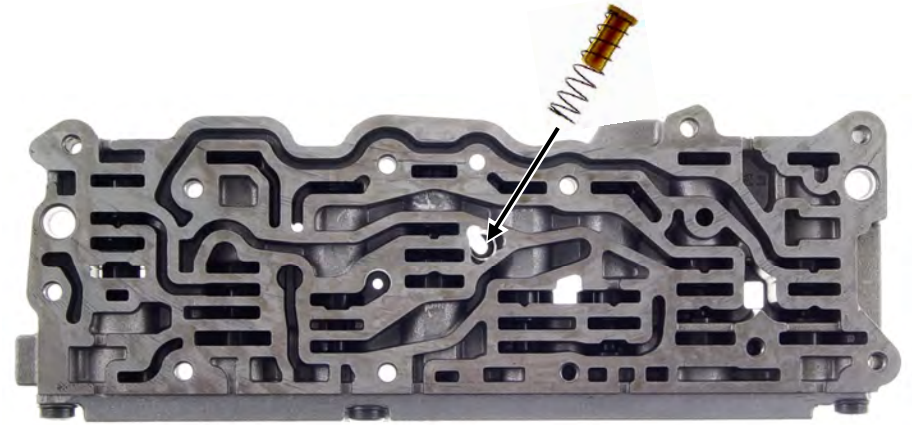
Typical small part locations shown. This is for reference only. Your part locations and sizes may differ. BE CAREFUL Disassembling!



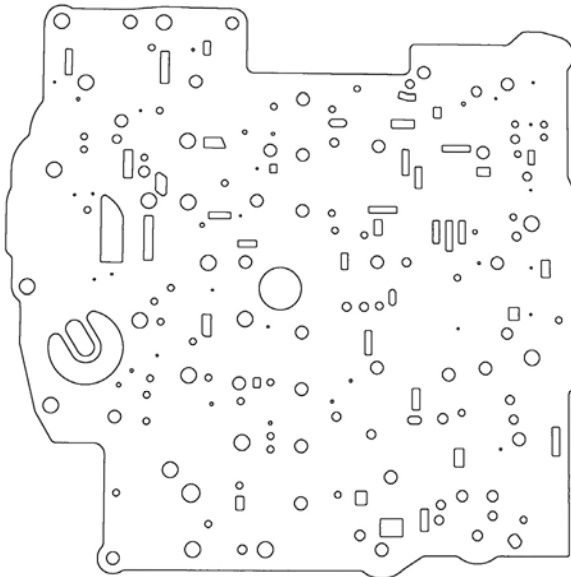
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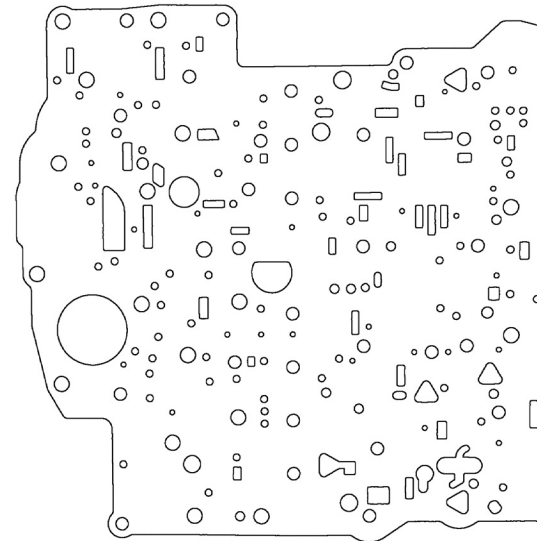
No Gaskets on This Side!



Main Plate



Gasket- Between Plate & Channel



Additional Data

MV1 thru 3 — 30-35 Ω
EDS1 thru 5 — 6-8 Ω
TSS — 290-260 Ω
OSS — 290-260 Ω

