### ALLISON 1000/2000/2400 ('02-UP)

PART NUMBERS 37000-12K. 37000-TL12

# Long shift duration promotes premature clutch wear in heavy-duty applications

### SECONDARY COMPLAINT

### • Inability to alter clutch pressure curve

## AISF

OEM valve and spring configuration do not allow TCM pressure control strategy to adequately raise clutch pressure and shorten shift durations.

# **LORRECT**

This modification alters the trim valves and springs, resulting in a more responsive clutch pressure.

## A- & B-trim **Valves & Springs** & F-trim Spring

#### 37000-12K

1 A-trim Valve & Spring 1 B-trim Valve & Spring 1 F-trim Spring

### 37000-TL12

1 A-trim Reamer 1 B-trim Reamer

Note: The F trim sleeve, valve and spring illustrated are applicable to '04 and earlier valve body casting. All F trim components are different in the later application, identified by the larger high frequency TCC solenoid. A-B trim valve update is applicable to all designs.



### Features & Benefits

- Firmer and shorter upshifts.
- Firmer TCC engagement.

- Improved engine braking on deceleration.
- Increased clutch torque capacity.

### Sonnax vs. Oem

▲ Sonnax ■ OEM

Normally closed solenoid. Higher duty cycle = decreased apply pressure. **A Trim Pressure** 200 200 180 180 160 160 Clutch Psi of C-5 Clutch Psi of C-4 140 140 120 120 100 100 80 80 60 60 40 40 20 20 0 0 7 10 12 15 17 20 22 25 27 28 29 30 31 32 33 34 36 38 40 0 5 **Duty Cycle Percentage** 

Normally open solenoid. Higher duty cycle = increased apply pressure.



1