

## COMPLAINT

SECONDARY COMPLAINTS

## Delayed lockup, shudder condition

• No lockup • Converter code 628 • Uncontrollable TCC

## CAUSE

Too much oil to the bypass control valve plunger, or wear at the control sleeve.

## CORRECTION

The smaller orifice in the Sonnax sleeve allows TCC oil to stroke the bypass valve more quickly. The improved plunger and sleeve replace worn components that are leaking converter charge oil to exhaust.

## Bypass Clutch Control Sleeve & Plunger Valve

**76948-04K** AODE, 4R70W, 4R75W

1 Bypass Sleeve  
1 Plunger Valve

Also Available

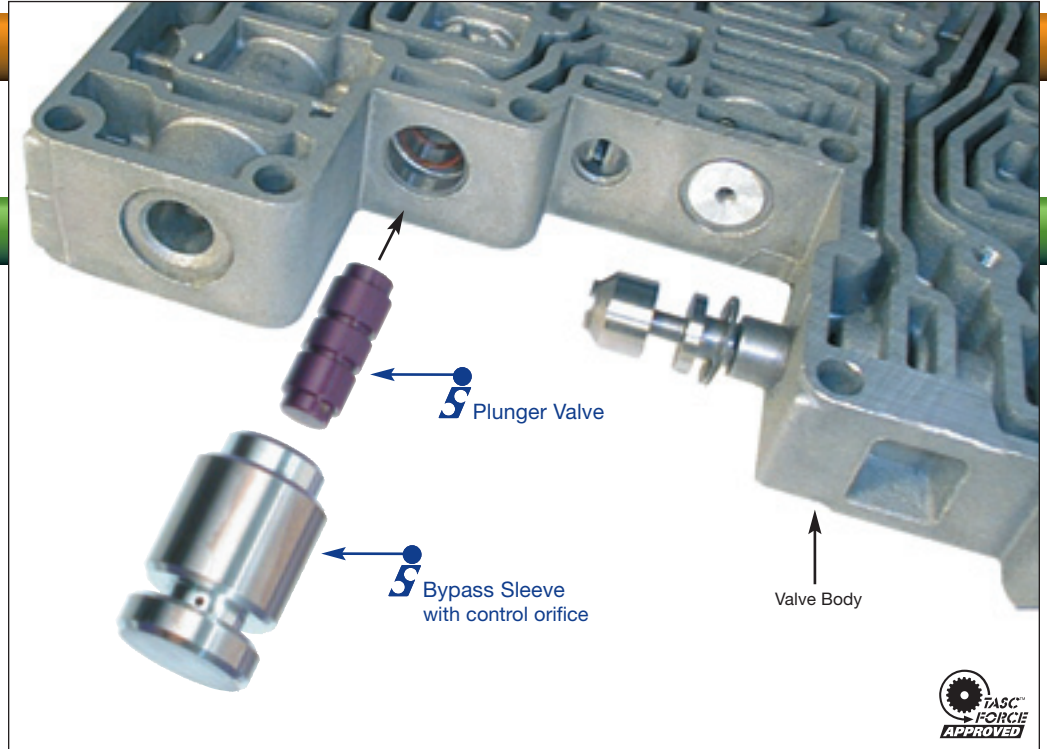
**96206-01K** AXODE

**96201-06K** AXOD

**96206-03K** AX4N, 4F50N

Each kit includes the following

1 Bypass Clutch Control Sleeve  
1 Plunger Valve



### Sonnax Part Summary

Common complaints with AODE/4R70W/4R75W transmissions include delayed lockup, shudder, no lockup or converter codes. When too much oil is routed to this plunger valve, the bypass valve has slow reaction from MCC/TCC solenoid oil. If there is excessive wear at the plunger valve, regulated converter charge oil can leak to exhaust. Because this regulated converter charge oil is always present, either as release or apply pressure, severe leakage at the sleeve can result in TCC slip or no apply condition. Sonnax now offers a replacement bypass clutch control sleeve and plunger valve with a restricted oil flow orifice, **76948-04K**.

### Features & Benefits

- The single .030" orifice is much smaller than the OEM size, allowing the bypass clutch control valve to properly stroke to the TCC apply position.
- This eliminates the need to modify the plunger feed hole in the separator plate, which is a common industry adjustment.
- Highly wear-resistant sleeve and hard-coat anodized plunger valve eliminate converter charge oil loss.