Distributor Data Sheet

4L60 & E

PART NUMBERS 77942-01K, -02K

COMPLAINT

Converter clutch apply problems

SECONDARY COMPLAINTS

• Overheated converter • Loss of lube

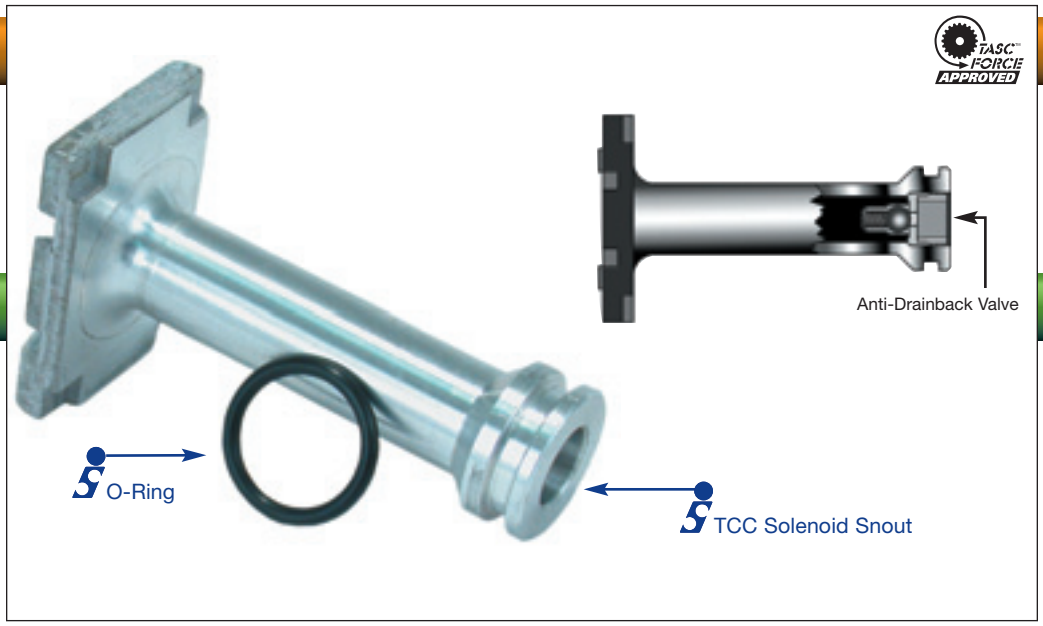
CAUSE

The OEM plastic solenoid snout cracks where it contacts the plunger valve, causing oil leaks, while the PWM TCC signal drainback valve becomes loose or melts and blocks the converter apply valve.

CORRECTION

Replace the broken solenoid snout with an aluminum snout either with or without a built-in anti-drainback valve.

Torque Converter Clutch Solenoid Snout



77942-01K

1 TCC Solenoid Snout
1 O-Ring

77942-02K

1 TCC Solenoid Snout with Anti-Drainback Valve
1 O-Ring

Note: U.S. Patent No. 6,840,361.

Sonnax Part Summary

The plastic OEM torque converter clutch solenoid snouts are prone to breakage, causing them to leak oil that should be directed to the coverter clutch apply valve. Until now, your only option was to replace the entire OEM harness or purchase an aftermarket solenoid and splice it into the existing harness. The new Sonnax solenoid snout **77942-01K** allows the OEM solenoid to be rebuilt to better-than-new condition, while our TCC solenoid snout **77942-02K** eliminates the need for the damage-prone plastic OEM drainback valve.

Features & Benefits

- Solenoid snout is made of aluminum for better wear resistance and durability.
- Anti-drainback TCC solenoid snout eliminates the need for the damage-prone plastic OEM drainback valve, eliminating the possibility of burned converters and loss of lube.

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800-843-2600 • 802-463-9722 • F: 802-463-4059 • www.sonnax.com • info@sonnax.com