

COMPLAINT

SECONDARY COMPLAINTS

Fluid overheat, Diminished lubrication

- Burnt/damaged parts & planetaries
- Converter overheat
- Premature lockup

CAUSE

Wear at the cooler bypass valve bore due to continuous valve oscillation allows leakage and can prevent proper stroking of the valve.

CORRECTION

This oversized valve restores hydraulic integrity, provides greater sealing capacity and has added stability throughout its stroking range in the casting bore.

Cooler Bypass Valve Kit

63741-07K

- 1 Bypass Valve
- 1 Spring

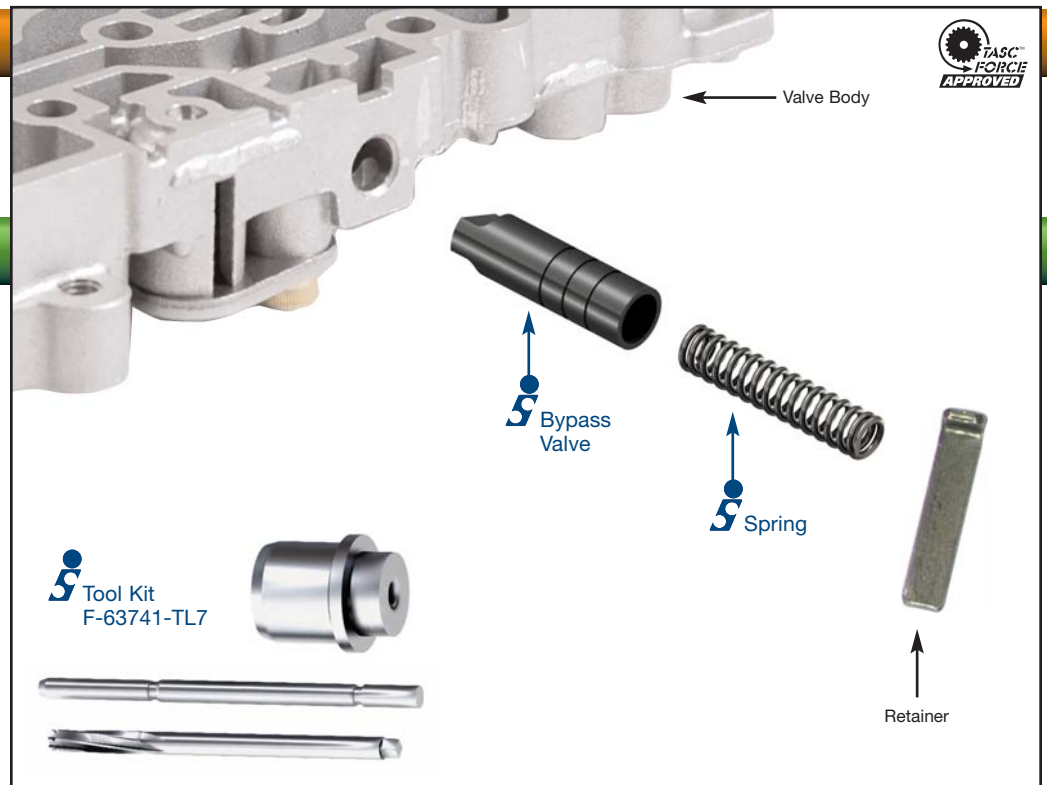


F-63741-TL7

- 1 Reamer
- 1 Reamer Jig
- 1 Guide Pin



Note: Fits Nissan, Infiniti RE5R05A and Kia A5SR1/A5SR2.

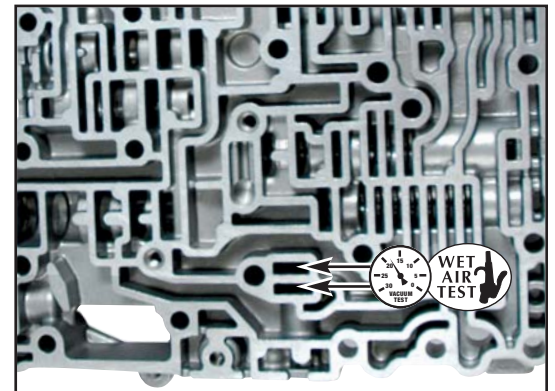


Sonnax Part Summary

The cooler bypass valve is designed to allow excess oil to bypass the cooler circuit when required. However, if there is excessive wear in the bore, it can allow converter and/or lube circuit leakage and prevent the valve from stroking to the bypass position if needed. This can result in increased ATF temperature causing bushing and sealing failure, planetary destruction and converter or part overheating and damage. Severe wear prevents the valve from stroking properly, simulating a cooler restriction and increasing converter charge pressure. The Sonnax oversized valve allows the bore to be refurbished to restore hydraulic integrity and has multiple design improvements to prevent reoccurrence of the failure.

Features & Benefits

- Aluminum valve has been hard-coat anodized to prevent and resist wear.
- Annular grooves added to hydraulically center the valve in the bore to prevent wear.
- The lengthened valve provides over twice as much sealing contact area as OEM.
- Stability of the valve in the bore is greatly increased due to the critical spool diameter being over twice as long as OEM.



You need this if....

Either a Wet Air Test or a Vacuum Test in either port shown results in leakage from the other port. A vacuum test in either port must hold a minimum of 18".