

COMPLAINT

SECONDARY COMPLAINTS

Converter apply/release complaints, converter codes and lube failures

CAUSE

Excessive valve to bore clearance.

CORRECTION

The Sonnax TCC lockup clutch regulator kit salvages the worn valve body by restoring the hydraulic integrity of the TCC lockup clutch regulator circuit.

TC Lockup Clutch Regulator Valve Kit

68942-10K

1 Valve
1 Spring



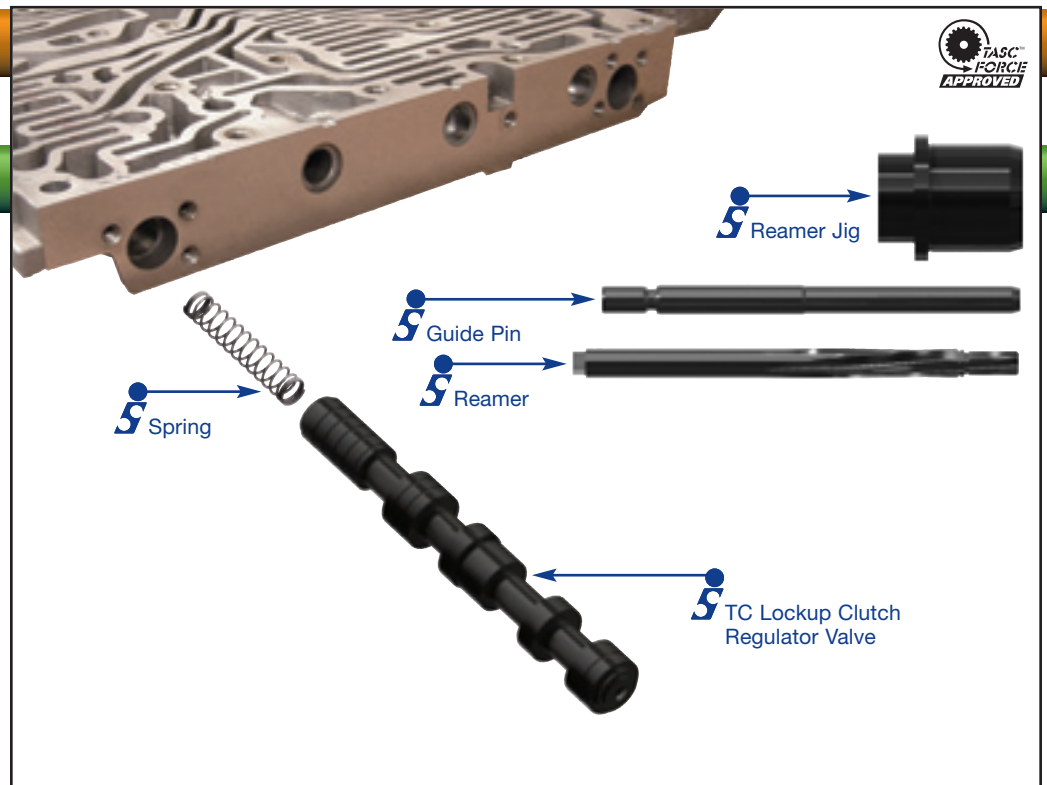
F-68942-TL10

1 Reamer
1 Reamer Jig
1 Guide Pin



Note: This sleeve will fit Chrysler 300 & 300C, '05-'07; Chrysler Aspen, '07; Chrysler Crossfire, '04-'07; Dodge Charger SRT, '06-'07; Dodge Magnum R/T, SXT, SRT-8, '05-'07; Dodge Nitro, '07; Dodge Sprinter Van, Diesel 2500-3500, '04-'07; Jeep Commander, '06-'07; and Jeep Grand Cherokee, Laredo and SRT-8, '05-'07.

- Bore wear
- Sticking TC lockup clutch regulator valve



Sonnax Part Summary

Excessive clearance at the outboard spool fed by the PWM solenoid allows modulating lube to exhaust. The resulting pressure loss causes reduced TC lockup clutch apply pressure, creating TCC-related complaints. Bore wear at the inboard spool can contribute to reduced line pressure. The Sonnax kit **68942-10K** salvages the valve body with an oversized hard-anodized valve and a custom spring.

Features & Benefits

- Oversized valve salvages valve bodies with worn TC lock-up clutch regulator valve bore.
- Kit restores normal converter charge and cooler flow.
- Valve design corrects harsh or no TCC apply, TCC slipping and burn-up.