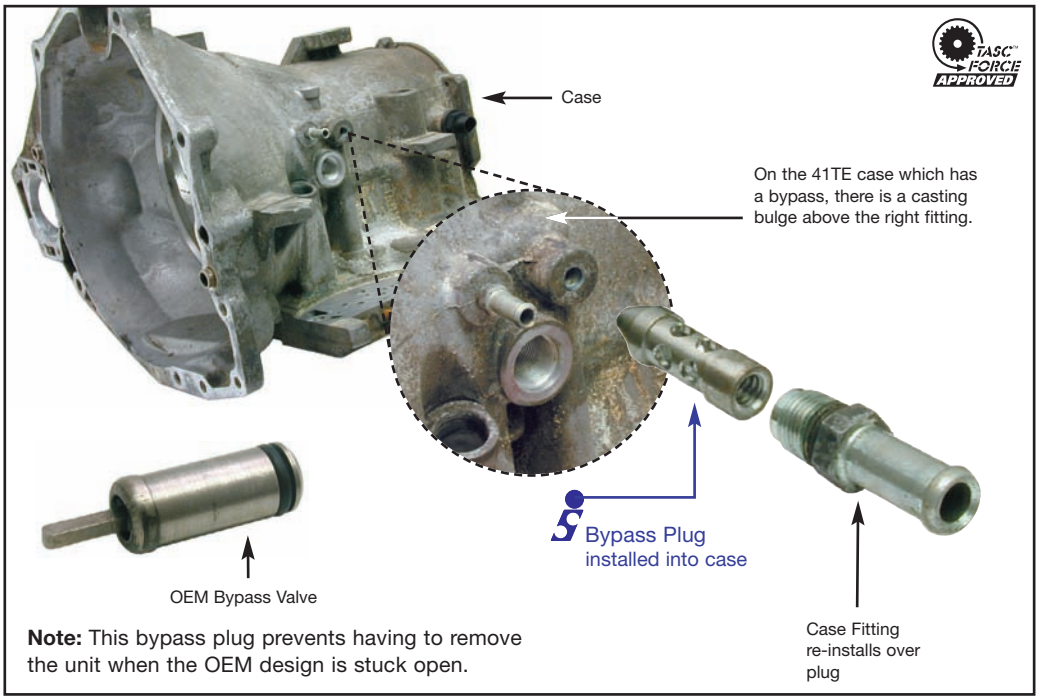
Instruction Data Sheet

41TE ('94 TO '97 W/INTERNAL BYPASS VALVE)

PART NUMBER **92836-01K**

Bypass Plug

92836-01K
2 Bypass Plugs



Note: This bypass plug prevents having to remove the unit when the OEM design is stuck open.

Installation Instructions

1. To install the Sonnax bypass plug **92836-01K**, remove the case fitting for the cooler line which leads to or flows to the radiator. This is the right-hand fitting.
2. Insert the bypass plug in the case fitting hole. The plug must be installed with the open end out, as shown in the photo below.
3. The plug may require some "encouragement" to install in the hole. The OEM fitting may leave a small burr edge, which the Sonnax plug must move past. If the plug does not install easily, lightly tap the shank of an 1$\frac{1}{32}$" drill bit into the case. If bore does not allow the shank end of the bit to fit, turn the cutting edge by hand to remove the burr.
4. To assist installation without damaging the plug, temporarily screw a 1/4"-20 bolt (approx. 1¼" long) into the threaded end of the plug and tap on the end of the bolt. To remove the fitting, turn ¼"-20 bolt into plug and pull outward.
5. Remove the bolt, verify the threads for the OEM fitting are visible, reinstall the fitting with sealant.

With Sonnax bypass plug 92836-01K

Without bypass plug

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NOTES

The Sonnax bypass plug completely disables the OEM bypass valve in the case. Therefore, it is recommended that an external bypass valve be installed to ensure that fluid flow is supplied to the lube circuit in the event of a cooler blockage. External bypass valves provide the same benefit as the bypass valve in the case but are less prone to becoming stuck in the open position. It is critical that an external bypass valve be installed in any vehicle to be used in regions subject to 10°F or less. At temperatures below 10°F the thickness of the ATF prevents it from flowing through the cooler. An external bypass valve design is available from Chrysler (Chrysler P/N 5252836).

Some 1997 & later 41TE transmissions were built without a bypass valve in the case. The Sonnax bypass plug is not needed in these units, but will not harm the unit if installed by mistake.

Checking Coolant Flow

For shops that have the SonnaFlow™

An open OEM bypass valve will have low/.4-.5 gpm at an idle. The maximum flow may only be .9-1.4 gpm. with TCC applied. There will be very little flow change when TCC applies.

After installing the Sonnax bypass plug, cooler flow will often double from the flows listed above and will be 1.9-2.1 gpm with TCC applied.

If you do not have the SonnaFlow™, a visual flow test can be done. Install two hoses over case fittings and run into container. There should only be flow from the outlet case fitting and none from the return. If there is flow from both, the OEM bypass is stuck open.