

## 73840-BK

1 OS Bypass Clutch Valve  
1 Plunger Valve  
1 Bypass Clutch Control Sleeve  
4 Lubrication Plugs (1 extra)



## 73840-BTL

Serves 73840-BK only

1 Reamer  
1 Reamer Jig  
3 Drill Bits (for lube modification)

Also Available:

## 73840-MK

Master Kit includes

73840-RK - Pressure Regulator Valve Kit  
73840-BK - Bypass Clutch Control Kit



## 73840-MTL

Master Tool Kit includes

73840-RTL (services 73840-RK only)  
73840-BTL (services 73840-BK only)

## CD4E Pressure Testing

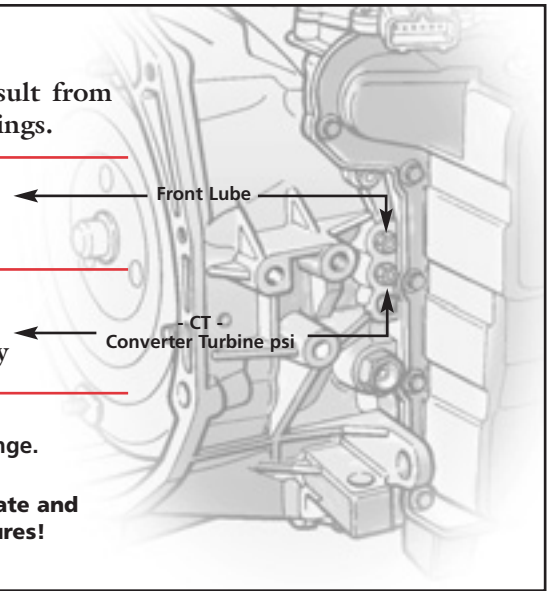
**Poor Pressures:** Listed below, result from worn valve bodies and loose bushings.

- Less than 2 psi when hot
- Less than 10 psi when cold

- Less than 25 psi when hot
- More than 110 psi at TCC apply

All pressure tests are taken in drive range.

**Note:** The lube modifications to the plate and adding the plugs improve these pressures!



## OEM VALVES

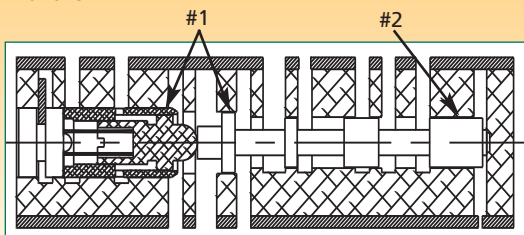
The OEM control sleeve & bypass bore wear, causing:

### LOCATION #1:

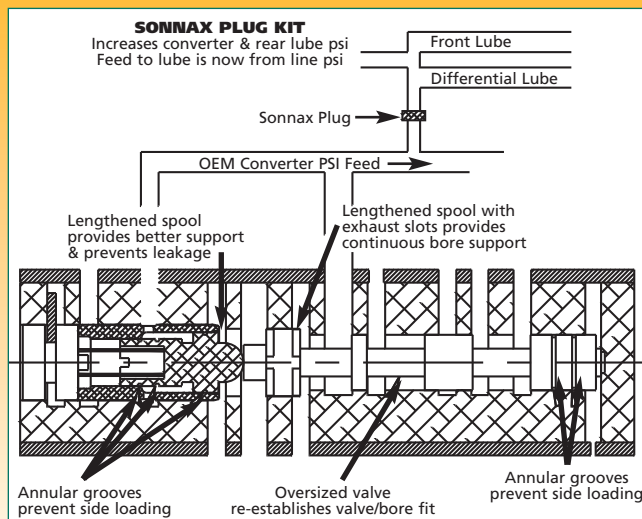
- Low converter pressure
- Converter crowding, engine stall in D-R
- Slip converter codes 628/1744
- Low lube pressure (front lube)
- Bushing & planetary failure

### LOCATION #2:

- No TCC apply when hot
- Slip converter codes 628/1744



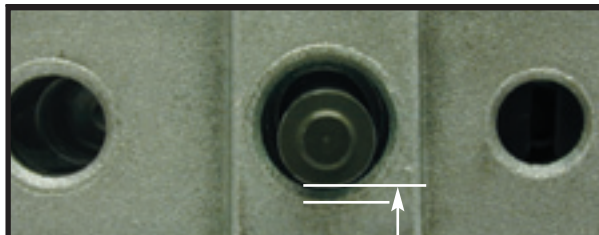
## SONNAX IMPROVED VALVES



**NOTE:** Repairing this sleeve or bore alone won't address:

- High line pressure runaway
- Harsh engagements
- Failsafe lube shutdown
- All lube concerns

**Complete fix includes pressure regulators. Both valve assemblies in kit 73840-MK.**



.062" usable  
.052" worn bore

## Sag Test

To test for a worn bypass clutch control valve bore, install the OE valve backward, with large spool in the position it normally rides. If the valve is not centered and sags in the valve body, the bore is worn.

- You can use the drill bits from the kit to gauge bore wear.
- If the largest drill (.062") inserts below valve as pictured, the bore is worn but usable.
- The mid-size drill supplied (.052") should not insert below valve.
- Actual minimum clearance is .058".