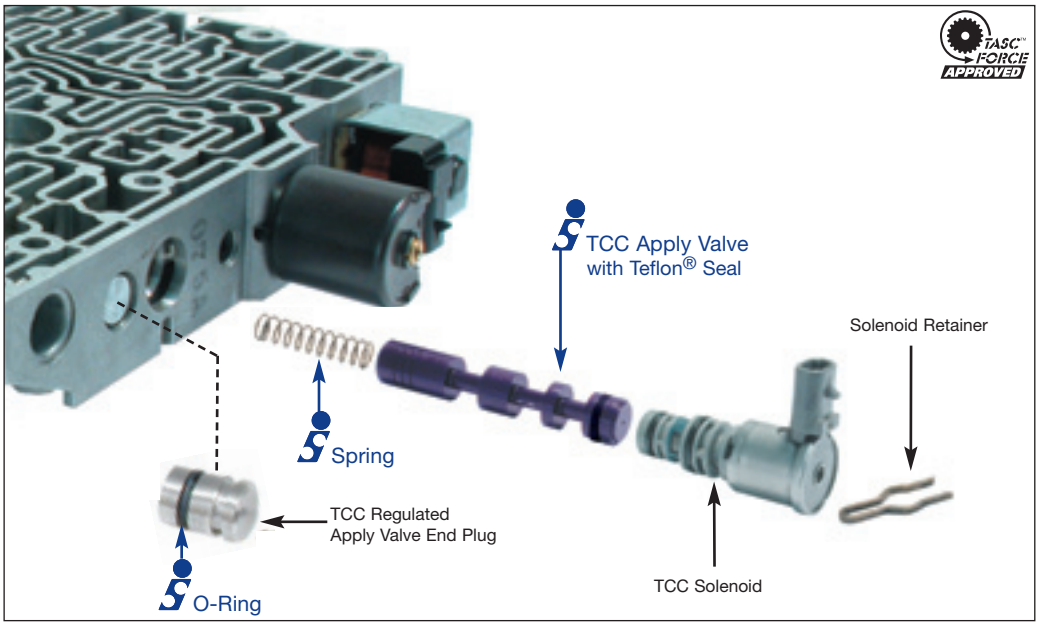
4T65-E

PART NUMBER **84754-43K**

TCC Apply Valve Kit

84754-43K
1 TCC Apply Valve
2 Teflon® Seals (one extra)
1 Spring
1 O-Ring

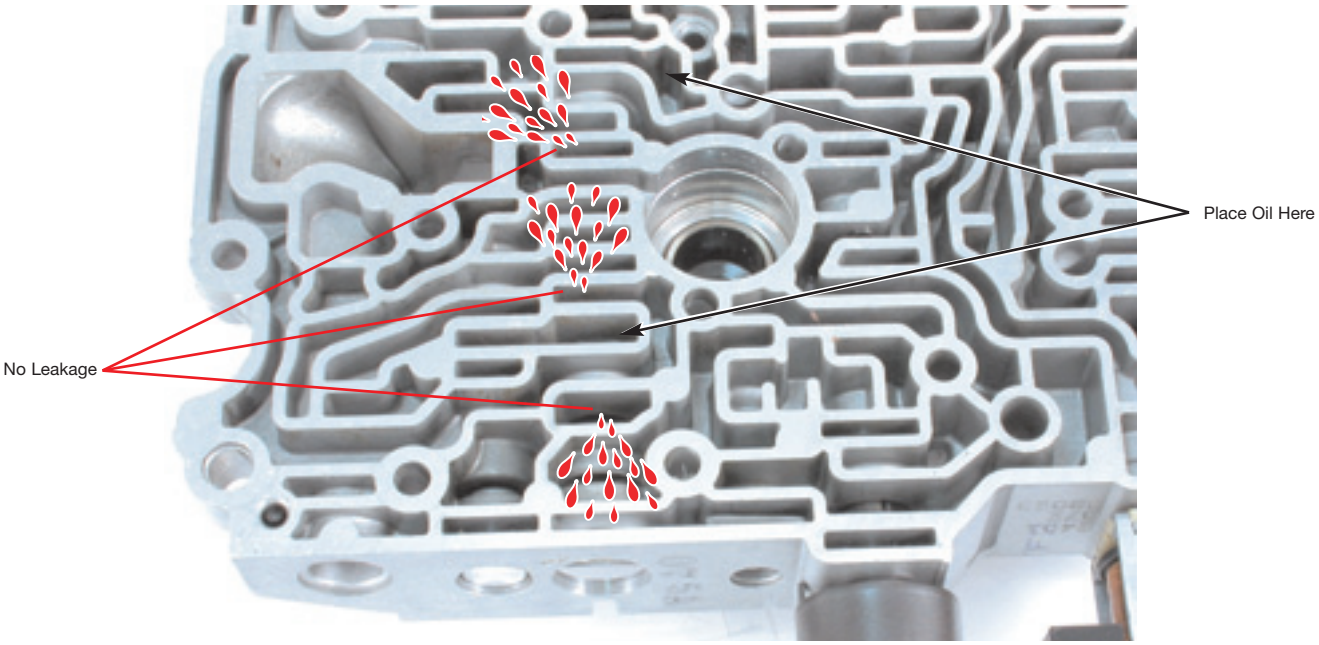
Note: U.S. Parent No. 7,100,753



Wet Air Test:

Place a small amount of oil into the TCC regulated apply port. Follow with low air pressure. There should be minimal/no leakage past the valve spools and into either the apply or TCC signal ports.

Place a small amount of oil into the line port at the spring end of the valve. Follow with low air pressure. There should be minimal/no leakage past the valve spool and into the exhaust port.



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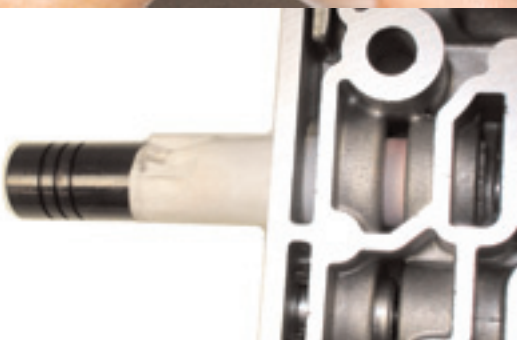
Teflon® Seal Sizing Instructions:

For proper functioning of the valve and Teflon® seal, the seal must be properly set, centered and sized on the valve prior to assembly.

1. Fill the valve seal groove with Sonnax Slippery Stick p/n O-LUBE seal lubricant, or an equally dense lubricant. Assembly gel is too thin to retain and position the seal.
2. Roll the seal into a smaller diameter as shown before installing onto valve.
3. Place the Teflon® seal (one extra provided) into the valve groove, ensuring the scarf cut tips do not bend or overlap improperly.
4. Make a tube about 2 inches long from 3 pieces of paper rolled up; dip one end of the tube into ATF.
5. Place the valve with seal into this paper tube; the seal end of the valve goes into the end of the tube dipped in ATF. Insert seal end of valve first into the TCC solenoid bore as illustrated. Let stand for 45 minutes.
6. Remove valve from valve body and discard paper.



To Improve Assembly & Valve Function:

1. Use a 35/64" drill bit to slightly chamfer the leading edge of the valve body bore seal circuit. Be careful not to score the solenoid bore.
2. If there is visible wear in the TCC control bore, buff any grooves out with Scotchbrite™ and clean well.
3. The original OE valve may also be used as a bore sizing tool when inserted backward and fully bottomed in the bore.

Helpful Hints:

1. Check the solenoid for clogged filter screens prior to reinstallation.
2. Lockup on top of 2nd gear or no lockup are common complaints due to a bad TCC/PWM solenoid.
3. Converter slip can be related to: PCM calibration, bad EPC force motor, or a worn TCC regulator bore.
4. Always inspect the TCC regulated apply valve for wear. The o-ring in this kit should be used to replace the original end plug o-ring after inspection. Worn valves or bores can be repaired using the Sonnax TCC regulated apply valve and sleeve kit **84754-34K**.