**Inspection procedure and Wet Air Test**

Wet Air Test the isolator valve bore area as shown below. Use ATF followed by 30-40 psi of shop air. If excessive bore leakage is found, install isolator valve sleeve 84754-06 after reaming with the 84754-TL6 tool kit. Reaming instructions are included in those kits.

If no bore wear is found or after reaming and installing the sleeve, continue with the instructions.
**Installation Instructions**

**Standard Installation**
1. Remove the worn TCC regulator valve line-up and discard all but the small short compression spring (if present) and retaining clip.
2. Install the Sonnax regulator valve kit as pictured below, reusing the OEM small short compression spring (if present) and retaining clip.

**Slightly Firmer TCC Apply (recommended)**
1. Drill the PWM orifice feed hole in the separator plate (labeled A) to .048”/.050”.

**Note:** The large diameter of the isolator valve will ride in a previously unused portion of the bore. There is frequently an aluminum edge over which the new valve must be pushed to clean it up. A light tap on the isolator valve usually frees the valve.

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**Assemble as illustrated**

**Note:** Some vehicles may not have this spring. Spring installation is not a requirement.

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**Inspect the TCC apply valve before reassembly**

**NOTE:** A no-lockup condition is often traced to a worn bore on TCC apply valve. The wear point at largest valve spool causes signal oil to leak to exhaust. With scanner TCC enable will say yes, but valve is not stoked.