



Chrysler 845RE, ZF8HP45, ZF8HP55, ZF8HP70 ZIP KIT®

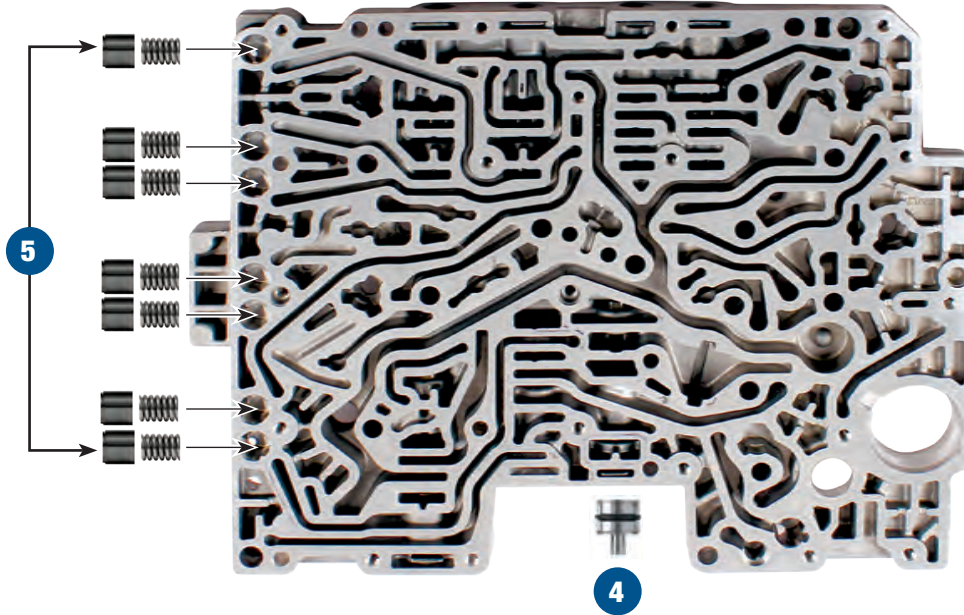
PART NUMBER ZF8-ZIP

QUICK GUIDE

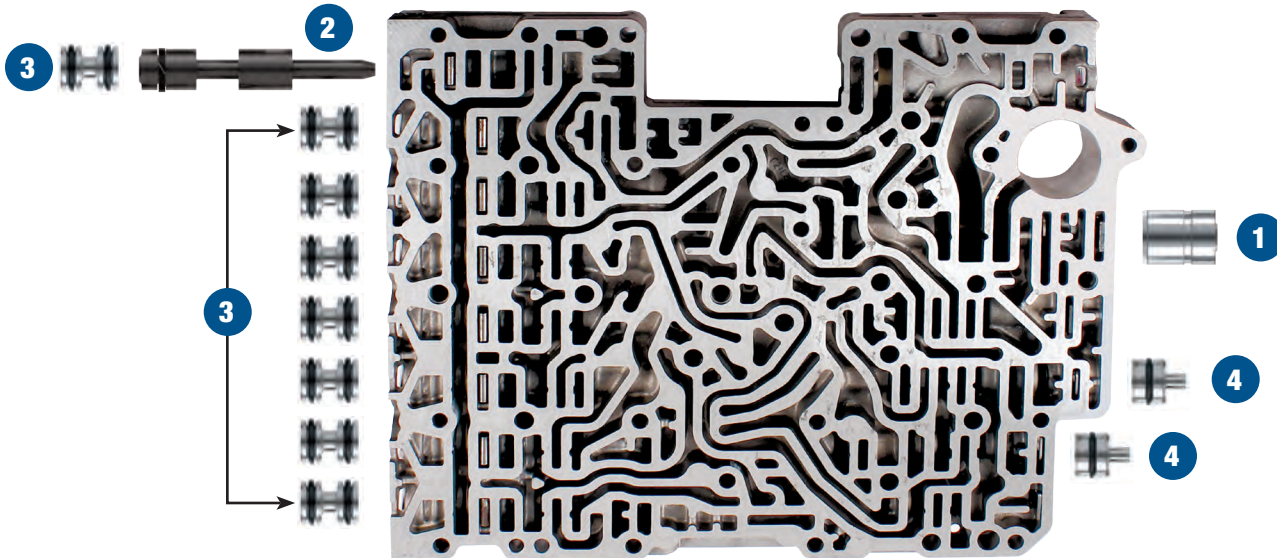
Parts are labeled here in order of installation. See other side of sheet for details on kit contents.

INSTALLATION DIAGRAM

ZF8HP45 Upper Valve Body



ZF8HP45 Lower Valve Body



In addition to general rebuilding tips and technical information, the technical booklet included in this kit contains vacuum testing and additional repair options for higher mileage units or for repairing specific complaints which are beyond the scope of this kit.

Kit Contents & Installation Steps

Step 1 Replace OE Pressure Regulator Sleeve

Packaging Pocket 1

- Sleeve

Step 2 Replace OE Priming Valve

Place scarf-cut seal into shallow groove on valve. Rolling the seal into a smaller diameter before placing the seal in the groove will help to keep the seal surface below the valve diameter, allowing for easier installation. Lubricate seal with Sonnax slippery stick **O-LUBE**.



NOTE: Due to the design changes on the Sonnax valve, vacuum testing at the two inboard ports is not a valid sealing test. The Sonnax valve requires balance fluid to travel through the valve and push the seal outward to conform to the worn bore.

Packaging Pocket 2

- Valve
- Seal

Step 3 Replace Internal OE End Plugs

Place O-rings into shallow grooves on end plugs. Lubricate with Sonnax slippery stick **O-LUBE**. Roll on bench to size. For installation or removal ease, install with threaded end outboard.

Packaging Pocket 3

- Internal End Plugs (8)
- O-Rings (18) 2 Extra

Step 4 Replace OE End Plugs

Place O-rings into shallow groove on end plugs. Lubricate with Sonnax slippery stick **O-LUBE**. Roll on bench to size. Install end plugs with small stem outboard.

Packaging Pocket 4

- End Plugs (3)
- O-Rings (5) 2 Extra

Step 5 Replace OE Accumulator Pistons

Packaging Pocket 5

- Accumulator Pistons (7)
- Matching Springs (7)

Step 6 Replace OE Solenoid O-Rings

Packaging Pocket 6 For Outboard White & Orange Solenoids

- O-Rings, (8) 1 Extra 13.75 x 2mm thick

Packaging Pocket 7 For Inboard Brown Solenoid

- O-Ring (2) 1 Extra 17 x 1.5mm thick

Packaging Pocket 8 For Inboard Orange Solenoids

- O-Rings, (7) 1 Extra 18 x 2mm thick

Packaging Pocket 9 For Outboard Brown Solenoid

- O-Ring, (2) 1 Extra 17 x 1.5mm thick

Packaging Pocket 10 For Inboard White Solenoids

- O-Rings, (5) 1 Extra 18.25 x 2mm thick

NOTE: The parts listed here may be protected by patent 8,794,108.



Chrysler 845RE, ZF8HP45, ZF8HP55, ZF8HP70 ZIP KIT®

PART NUMBER ZF8-ZIP

INSTALLATION & TESTING BOOKLET

Valve Body Identification

This Zip Kit **ZF8-ZIP** is designed for ZF8HP45, ZF8HP55 and ZF8HP70 units only.

Torque Specifications

Mechatronic-to-Case Torque or Valve Body Halves Bolts 10Nm/89 in-lb	Complete Valve Body-to-Case 14Nm/10 ft-lb
Plastic Oil Pan to Case 10Nm/89 in-lb	

Clearance

Clutch clearance and material is critical (refer to OE clutch travel specifications). These have fluid balanced clutch pistons.

Fluid

Complete Fill Required 9.5 qt./8 Ltr.	Service Fill Approx. 4.2 qt./4 Ltr.
Chrysler Fluid Mopar 6815795AA	ZF Fluid ZF Lifeguard 8

Drive-Cycle Relearn

Verify transmission fluid temp is 122°F, then perform 6–10 light throttle up and coast down shift cycles for partial relearn.

Cautions

Electronics

Do not use an ohm meter with more than .6 voltage supply. The TCM is capable of limited solenoid adaptation without reprogramming. After any service, resetting adapts is suggested. In many instances, solenoids can be replaced with new OE or with qualified used. Original solenoids, if reused, should be returned to their same location due to a learned flow rate by the TCM. Make every effort to avoid mixing up the solenoids.

Check the solenoid resistance (5.0 ohms at 20°C/68°F) with the circuit board removed.

Technical Tips

Transmission Specifications & Reassembly Tips

The red tag on pan shows the fluid type Mopar 6815795AA (green) and that fluid temperature must be 122°F to check the level. Dry fill is approximately 8.5 qts./8.0l (Figure 1).

Zip Kit Instructions

1. Valve Body Removal from Case

- Remove 14 bolts to drop valve body from case (Figure 2).
- Remove 4 bolts and lift up metal bracket to release connector from TCM (Figure 3).
- Remove connector from case (Figure 4).
- Remove valve body from case. Note the location of B release tube in case under valve body in case the tube comes out of its location when the valve body is removed (Figure 5).
- The valve body may have to pried down on the front end because of the suction and output tubes (Figure 6)

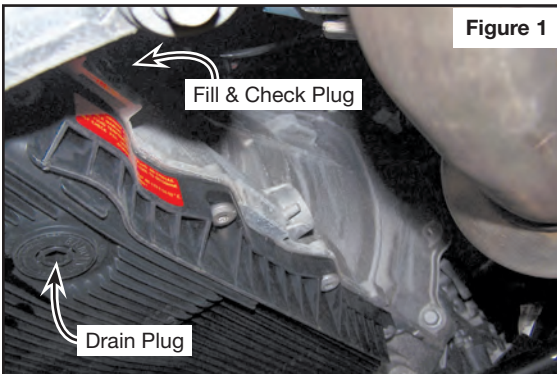


Figure 1

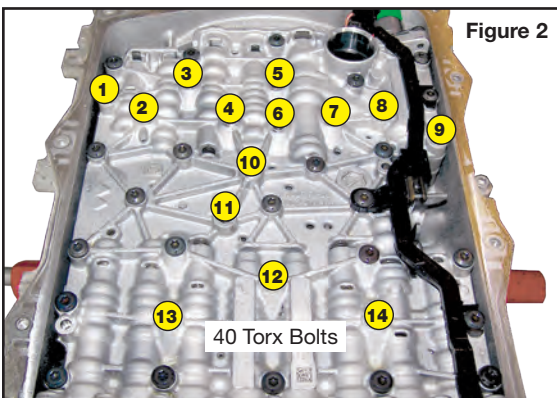


Figure 2

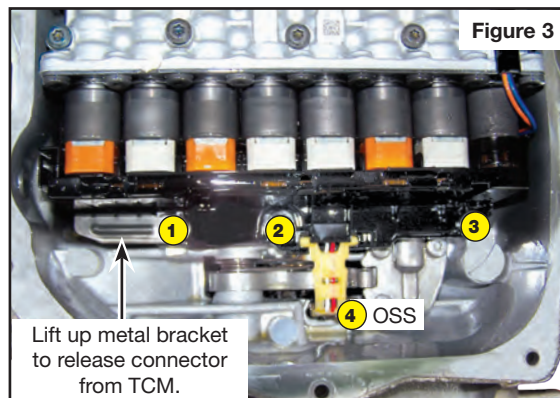
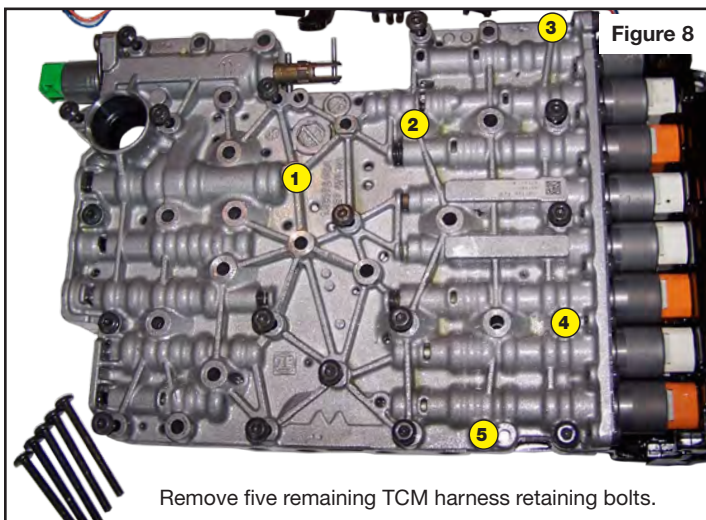
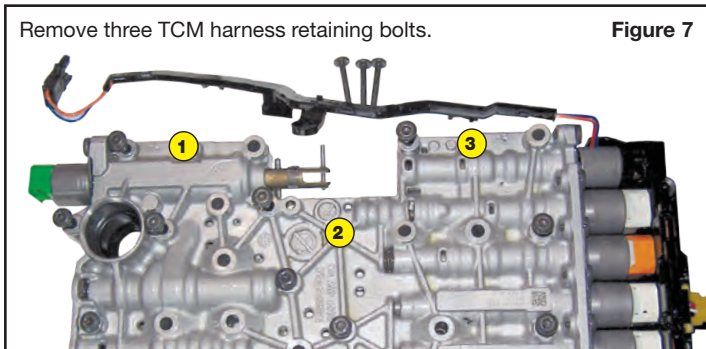
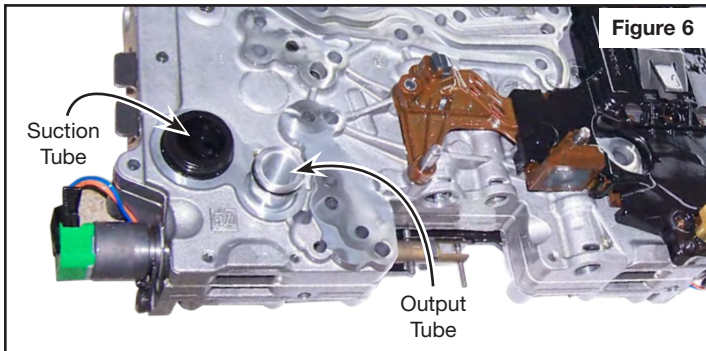
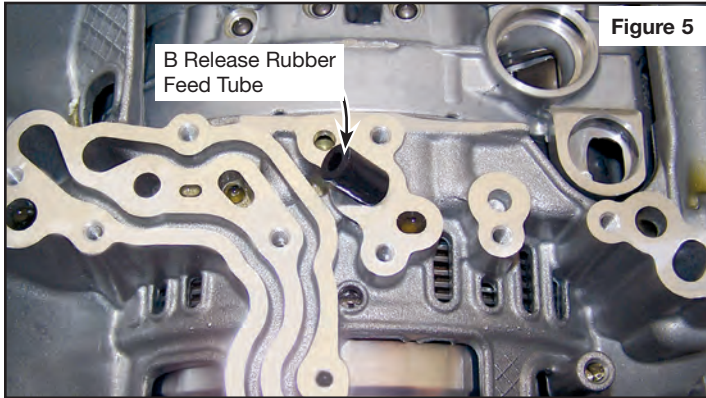


Figure 3



Figure 4

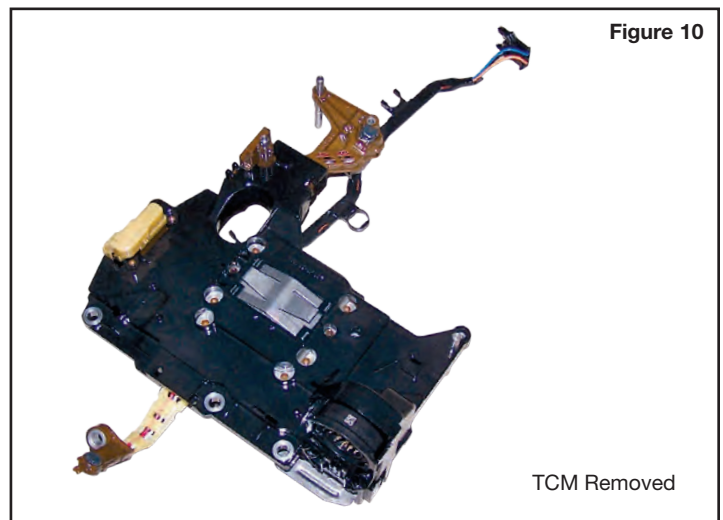
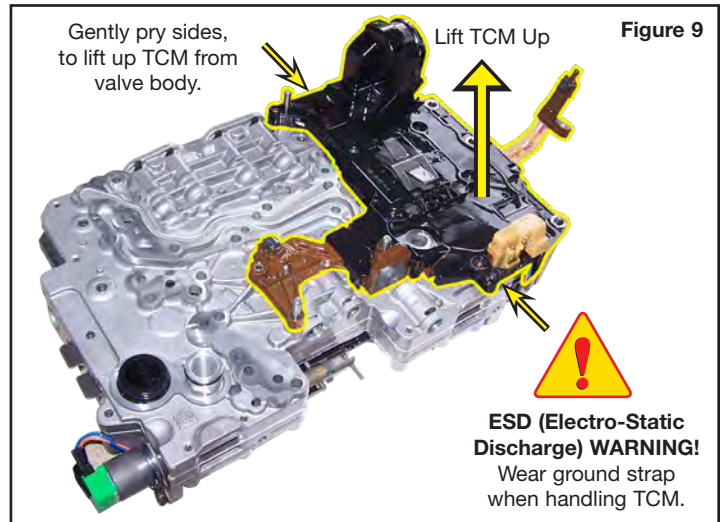


2. Valve Body Disassembly

- Disconnect three TCM harness retaining bolts (Figure 7).
- Remove remaining five bolts to remove TCM from valve body (Figure 8).
- Gently pry TCM lifting up from valve body until removed (Figures 9 & 10).
- Remove 17 bolts to split valve body apart (Figure 11).
- Pry valve body halves away from separator plate where indicated (Figure 12).

NOTES: The separator plate has a bonded gasket which may delaminate during disassembly (Figure 13). If any damage or delamination to the gasket is present, a new separator plate should be used.

These separator plates are specifically calibrated, requiring either the OE valve body code or an identification number stamped on original plate (Figures 13 & 14) for reorder. See Sonnax application chart for cross-reference numbers (Figure 14).

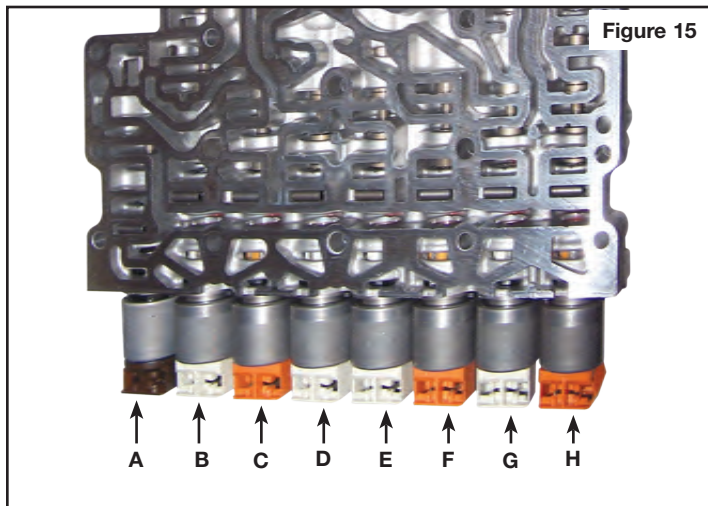
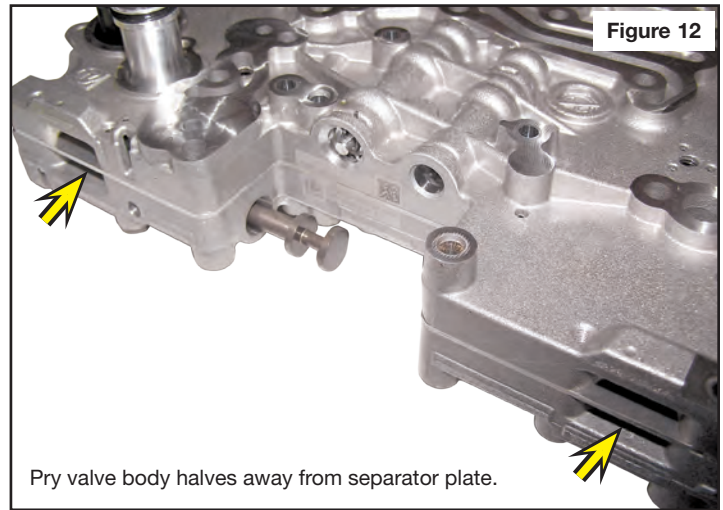
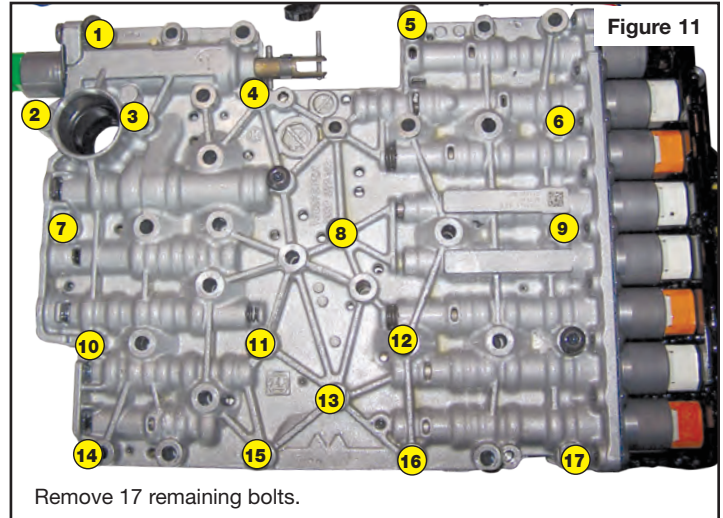


3. Installation

Install Zip Kit parts as shown on diagram of separate quick guide sheet included in this Zip Kit.

See identification and locations of replacement OE solenoids (Figures 15 & 16).

Sonnax recommends vacuum testing critical wear areas not covered by this kit to determine whether additional Sonnax parts are required (see pages 4–7).

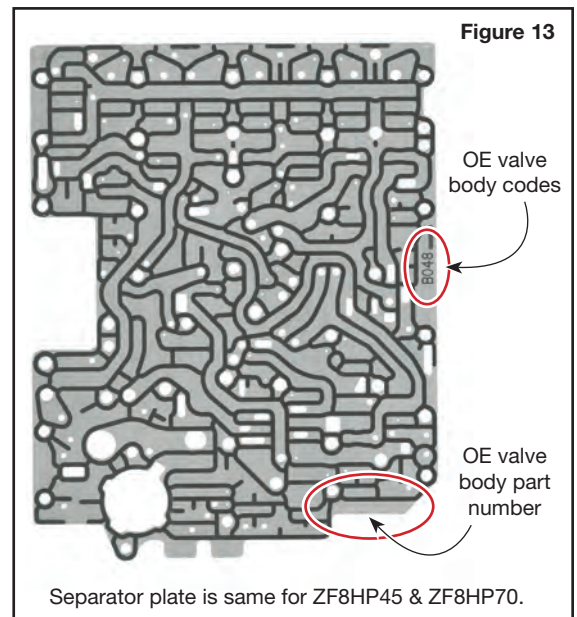


Solenoid Identification & Location Chart **Figure 16**

Solenoid I.D.	A	B	C	D	E	F	G	H
ZF	MV-1	EDS-7 LP	EDS-2 TCC	EDS-5 C	EDS-4 E	EDS-3 B	EDS-6 D	EDS-1 A
Chrysler	SOL Park	SOL LPS	SOL TCC	SOL C	SOL E	SOL B	SOL D	SOL A

Valve Body Separator Plate Application Chart **Figure 14**

OE Valve Body Code	Number Stamped on Original Plate	Order Sonnax Part Number	Valve Body Generation
A048/B048	1087-327-175	35740-048	ZF8HP45 & ZF8HP70
A054/B054	1087-327-189	35740-054	
A071/B071	1068-327-162		



Critical Wear Areas & Vacuum Test Locations



NOTE: OE valves are shown in rest position and should be tested in rest position unless otherwise indicated. Test locations are pointed to with an arrow. Springs are not shown for visual clarity. Low vacuum reading indicates wear.

Upper Valve Body • ZF8HP45 Shown

NOTE: Critical wear areas and vacuum test locations shown for **ZF8HP45** and **ZF8HP70** only.

NOTE: Do not use this information for ZF8HP55 units as valve locations and porting differ. See page 8 for ZF8HP55 information.

Holding Valve B2

- B Clutch burned
- 5-6 Flare

B2 Clutch NIC Valve

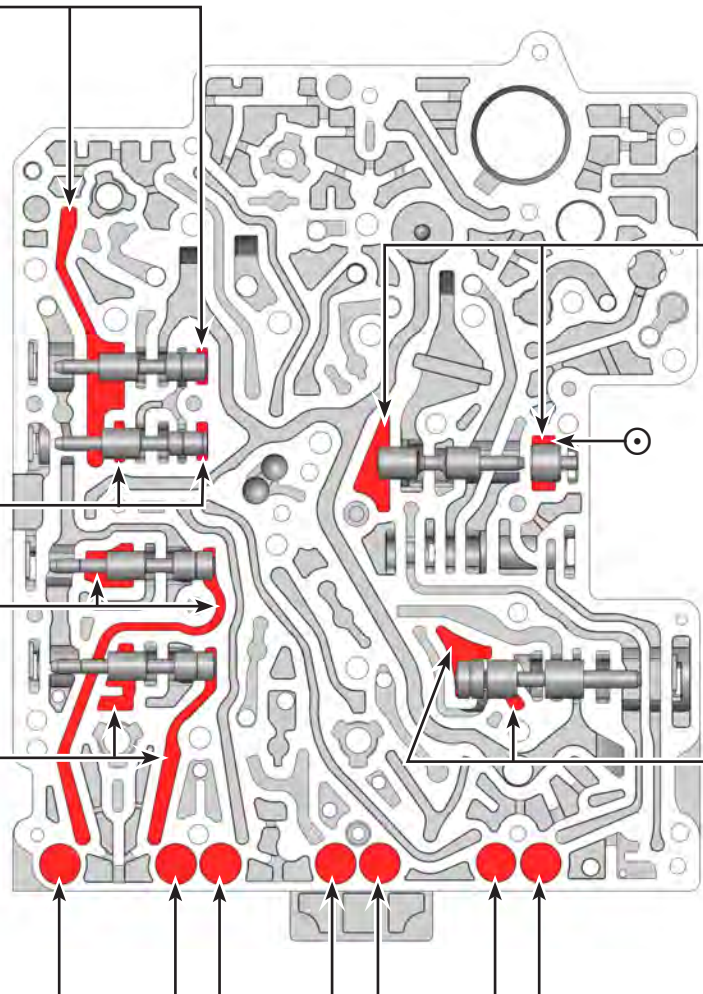
- Delayed engagement
- No Forward
- NIC (Neutral Idle Control) concerns
- Gear ratio & solenoid codes
- No Reverse
- B Clutch burned
- Flare/Harsh shifts

Replace with Sonnax Part No. 35740-22
Requires F-35740-TL22 & VB-FIX

Holding Valves A & D

- Bump/Flare shifts
- Burnt clutches
- Gear loss
- Gear ratio & solenoid codes

Replace with Sonnax Part No. 35740-20K
Requires F-35740-TL20 & VB-FIX



TC Pressure Valve

- Coastdown clunk
- Harsh TCC apply
- Excess TCC slip
- TCC codes & overheating
- TCC lining failure
- Low lube oil flow
- Low TCC release pressure

Replace with Sonnax Part No. 35740-18K
Requires F-35740-TL5 & VB-FIX

Position & Default Position Valves

- Delayed Forward & Reverse
- Delayed engagement

Accumulator Pistons

- Downshift clunk
- Firm shifts
- Erratic EDS solenoid control and/or EDS codes

Replace with Sonnax Part No. 95740-15K Contains 7 sets Patent No. 8,794,108

Test with dampener upside down and test plate orifice off center from rubber piston end

End Plugs

- Soft/Flare/Harsh shifts
- Burnt clutches
- Pressure loss

Replace with Sonnax Part No. 35740-30K
End Plugs (3) =
Internal End Plugs (8) =

Critical Wear Areas & Vacuum Test Locations



NOTE: OE valves are shown in rest position and should be tested in rest position unless otherwise indicated. Test locations are pointed to with an arrow. Springs are not shown for visual clarity. Low vacuum reading indicates wear.

Lower Valve Body • ZF8HP45 Shown

NOTE: Critical wear areas and vacuum test locations shown for ZF8HP45 and ZF8HP70 only.



NOTE: Do not use this information for ZF8HP55 units as valve locations and porting differ. See page 8 for ZF8HP55 information.

Main PR Sleeve

- Harsh shifts
- Erratic/High line pressure
- Restricted converter/lube flow

Replace with Sonnax Part No. 35740-03

TC Switch Valve

- No lockup • No TCC release
- Engine stall • TCC codes
- Excess TCC slip
- Premature TCC apply
- Soft/Harsh TCC apply

Replace with Sonnax Part No. 35740-05
Requires F-35740-TL5 & VB-FIX

TCC Valve

- Converter shudder & TCC slip • TCC codes
- Overheated converter • Poor fuel economy

Replace with Sonnax Part No. 35740-13K
Requires F-35740-TL13 & VB-FIX

Clutch Valve B1

- Slip on take off
- Gear ratio errors
- B Clutch burned

Main PR Valve

- Harsh/Soft shifts
- Erratic/High line pressure
- Burnt clutches
- Restricted converter/lube flow
- Broken parts due to excessive line pressure

Replace with Sonnax Part No. 35740-01K
Requires F-35740-TL & VB-FIX

Holding Valves B1, C & E

- Bump/Flare shifts
- Burnt clutches
- Gear loss
- Gear ratio & solenoid codes

Replace with Sonnax Part No. 35740-20K
Requires F-35740-TL20 & VB-FIX

Park Pawl Release Valve

- Park will not release
- Park position errors

Clutch Valve D

- Gear ratio errors 4-8th Gears
- Slips in Reverse
- D Clutch burned

Clutch Valve A

- Slip in Drive or Reverse
- Gear ratio codes
- A Clutch burned

Priming Valve

- Delayed engagement
- Wrong gear starts
- Flare/Harsh/Neutral shifts
- Gear ratio & solenoid codes
- Gear loss

Replace with Sonnax Part No. 35740-21K
Requires F-35740-TL20 & VB-FIX

Clutch Valve C

- Slip on take off
- Gear ratio codes
- C Clutch burned

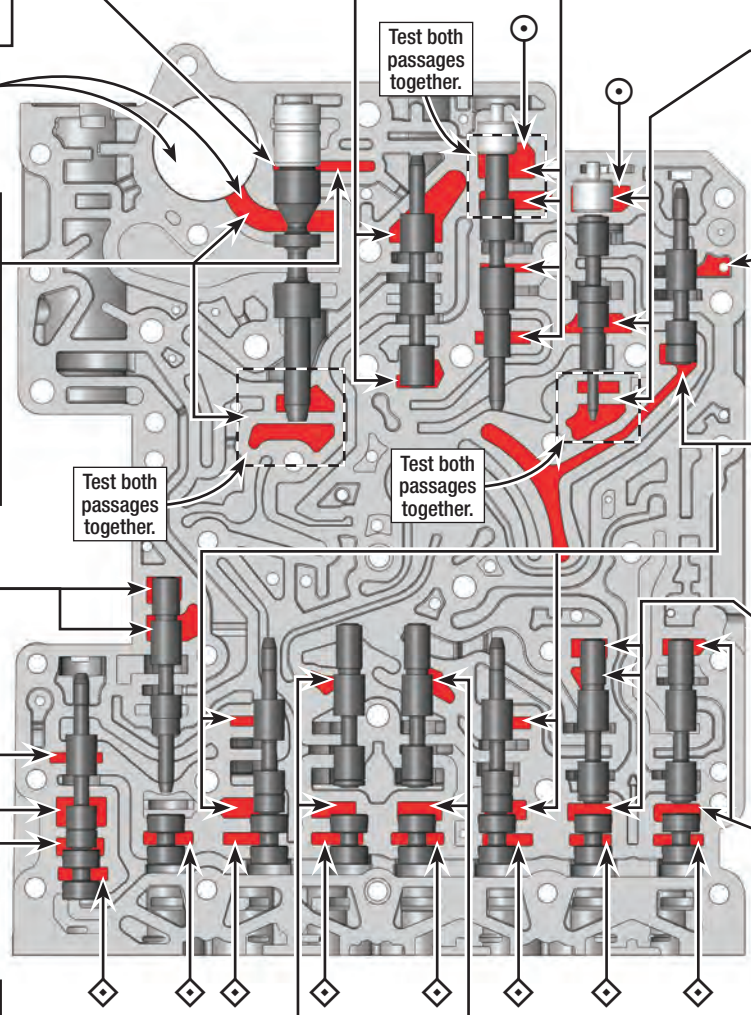
Clutch Valve E

- Slip on 1-2
- Gear ratio codes
- E Clutch burned

End Plugs

- Soft/Flare/Harsh shifts
- Burnt clutches
- Pressure loss

Replace with Sonnax Part No. 35740-30K
End Plugs (3) =
Internal End Plugs (8) =



OE Exploded View

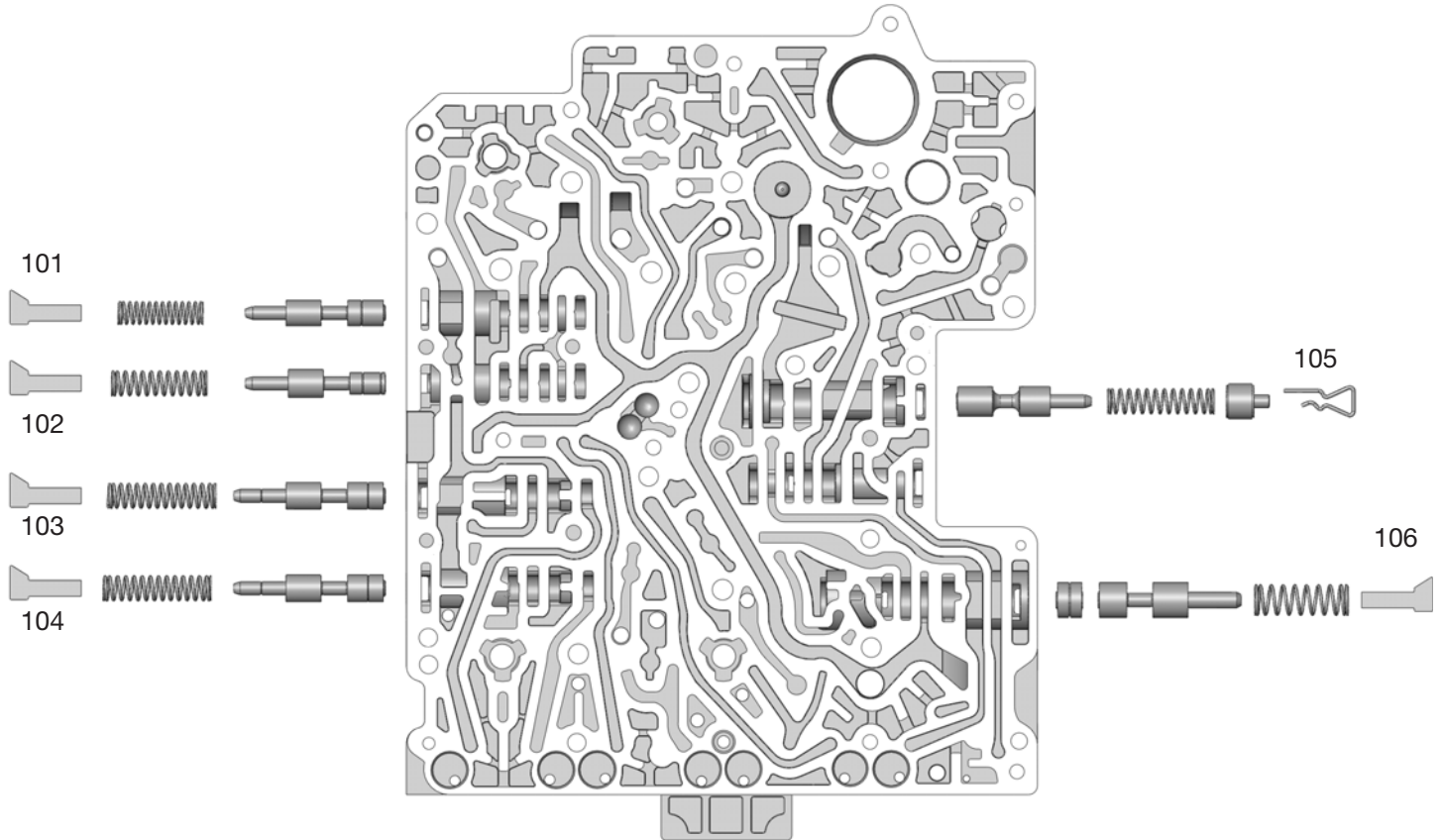
Upper Valve Body • ZF8HP45 Shown



NOTE: Valve lineup locations shown for ZF8HP45 and ZF8HP70 only.



NOTE: Do not use this information for ZF8HP55 units as valve locations and porting differ. See page 8 for ZF8HP55 information.



Upper Valve Body Descriptions			
I.D. No.	Description	ZF Valve Name	Chrysler Valve Name
101	Holding Valve B2	HV-B2	HV-B2
102	Clutch Valve B2 - B Clutch NIC (Neutral Idle Control)	KV-B2	CV-B2
103	Holding Valve A	HV-A	HV-A
104	Holding Valve D	HV-D	HV-D
105	Torque Converter Pressure Valve	WD-V	TC-V
106	Position Valve (Outboard) Default Position Valve (Inboard)	Pos-V, PosD-V	Pos-V, PosD-V

OE Exploded View

Lower Valve Body • ZF8HP45 Shown



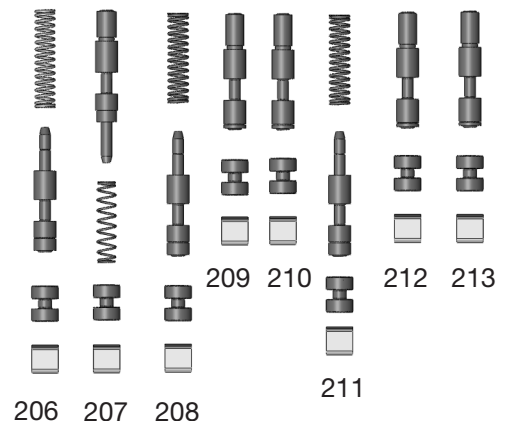
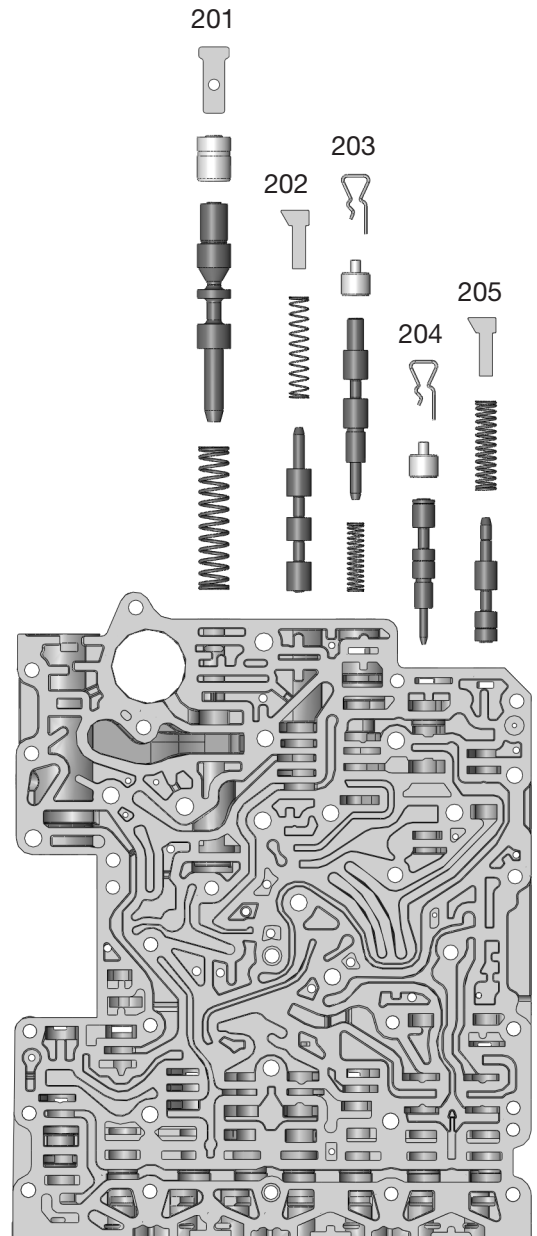
NOTE: Valve lineup locations shown for ZF8HP45 and ZF8HP70 only.



NOTE: Do not use this information for ZF8HP55 units as valve locations and porting differ. See page 8 for ZF8HP55 information.

Lower Valve Body Descriptions

I.D. No.	Description	ZF Valve Name	Chrysler Valve Name
201	Main Pressure Regulator Valve and Sleeve	SYS-DR-V	LP-V (Inboard) RED-V (Outboard)
202	Torque Converter Switch Valve	SV-WD	SV-TC
203	Torque Converter Clutch Valve	WK-V	TCC-V
204	Clutch Valve B1	KV-B1	CV-B1
205	Holding Valve B1	HV-B1	HV-B1
206	Priming Valve	DR-RED-V	PR-V
207	Park Pawl Release Valve	PS-V	Park-V
208	Holding Valve C	HV-C	HV-C
209	Clutch Valve C	KV-C	CV-C
210	Clutch Valve E	KV-E	CV-E
211	Holding Valve E	HV-E	HV-E
212	Clutch Valve D	KV-D	CV-D
213	Clutch Valve A	KV-A	CV-A



OE Exploded View • ZF8HP55 Shown

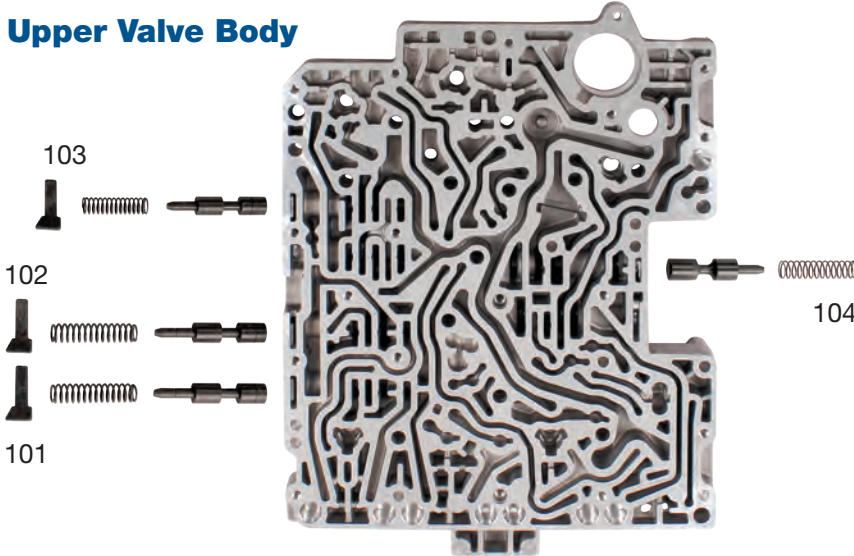


NOTE: Valve lineup locations shown for **ZF8HP55** only.



NOTE: Do not use this information for ZF8HP45 and ZF8HP70 units as valve locations and porting differ. See pages 4 – 7 for this information.

Upper Valve Body



Upper Valve Body Descriptions

I.D. No.	Description	ZF Valve Name
101	Holding Valve D	HV-D
102	Holding Valve A	HV-A
103	Holding Valve B2	HV-B2
104	TC Pressure Valve	WD-V

Lower Valve Body Descriptions

I.D. No.	Description	ZF Valve Name
201	Manual Valve	
202	Pressure Regulator Valve	SYS-DR-V
203	TC Switch Valve	SV-WD
204	TC Clutch Valve	WK-V
205	Clutch Valve B1	KV-B1
206	Holding Valve B1	HV-B1
207	Priming Valve	DR-RED-V
208	Holding Valve C	HV-C
209	Clutch Valve C	KV-C
210	Clutch Valve E	KV-E
211	Holding Valve E	HV-E
212	Stationary Aluminum Valve	SV-1
213	Clutch Valve D	KV-D
214	Clutch Valve A	KV-A

Lower Valve Body

