



Transmission Product Guide



Toyota 5 Speed A750F Transmission

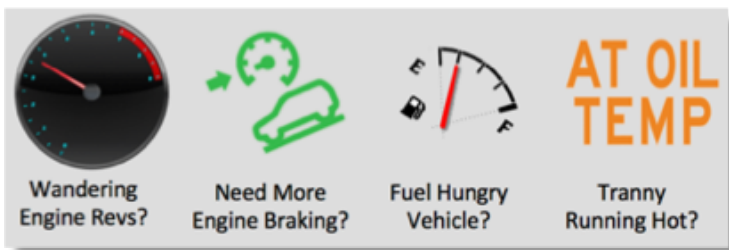


Torque Converter Lock-Up Kit TCK 750

\$595
Suggested Retail

*Suits 100 Series, LX470, GX 470, GX 460, 4Runner, FJ Cruiser,
Tacoma, Tundra, Sequoia*

LOOK FAMILIAR?



WE HAVE YOUR SOLUTION!

A manual override to control your torque converter. With 15 years of proven history, the Wholesale Automatic Transmissions **GENII Torque Converter Lockup Kit** is the only system that has it's own ECU to mimic the factory ECU output signal to ensure solenoid longevity.

Manual Torque Converter Control

The torque converter sits between the engine and the automatic transmission. Basically a fluid coupling with an unlocked or free spinning mode and a locked or engaged mode.

The transmission ECU automatically controls when the torque converter is switched between these two modes.

With this kit in place, just press the button when you want to override the factory lockup control. Then press again when you want the factory ECU to take back control.
It's that easy.



A COMPLETE SYSTEM

- Built in ECU to mimic the factory ECU output
- On board diagnostics and **Automatic Failsafe Mode**
- OEM styled switches to match your existing factory switches
- Offered by Australia's leading 4WD automatic transmission specialists

Proudly imported and distributed by **Cruiser Brothers, LLC**
1038 West Fremont Street, Stockton, California 95203
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Call us today!



LOCKUP-TOY-LC100-5SP Additional Information



**25 years
of happy customers**

Specialists in transmission upgrades for offroad Toyotas

*Rodney Hudson-Davies
Co-Director
Wholesale Automatic Transmissions*



Designed and manufactured in Australia to suit the harshest outback conditions and ensure that your automatic transmission is not the weak link. With the **GENII Torque Converter Lockup Control System** you will have control over your torque converter. Built by specialists with over two decades of experience, serving customers around the world.

FEATURES & BENEFITS

- Manual control of your torque converter to reduce slippage, increase performance
- Transmission lock up for increased engine braking on hills, trails and when towing
- Enhanced efficiency from locked up torque converter for improved fuel economy
- Lower operating temperatures for reduced wear and

The torque converter in your automatic transmission functions like a kind of automated clutch. When conditions dictate, the vehicle's ECU calculates that the torque converter lockup should be applied and a solenoid is activated sending oil pressure to act on a clutch inside the torque converter. This 'locks' the engine output shaft and transmission input shafts together so they rotate at the same speed. This eliminates slippage and ensures direct connection between engine and transmission.

Most vehicles (even Toyota 4x4s) are designed for paved roads without heavy loads and their torque converter clutch usually works perfectly. Unfortunately, when the vehicle is heavily loaded, towing and/or in offroad conditions, performance degrades. With higher-demand operating conditions, the factory ECU appears confused – instructing the torque converter to lock, unlock, lock, etc. – frustrating the driver and reducing available power, engine braking and fuel economy – while increasing operating temperatures.

With the **GENII Torque Converter Lockup Control System** on board, simply press the button when you want to override the factory lockup control. Then press again when you want the factory ECU to take back control.

It's that easy.



KEY POINTS

- Easy install by vehicle owner or shop – the transmission stays in place
- No external modifications
- No trouble lights - when in use, the system provides the factory ECU with a signal that mimics the solenoid and preventing any the trigger error codes
- Kit # LOCKUP-TOY-LC100-5SP fits vehicles with A750F transmission
- **Example fitment:**
Land Cruiser 100 Series, Lexus 470, Lexus GX 470, 4Runner, Tacoma, Tundra & Sequoia
- We strongly suggest you also fit our Nomad Valve Body Upgrade Kit