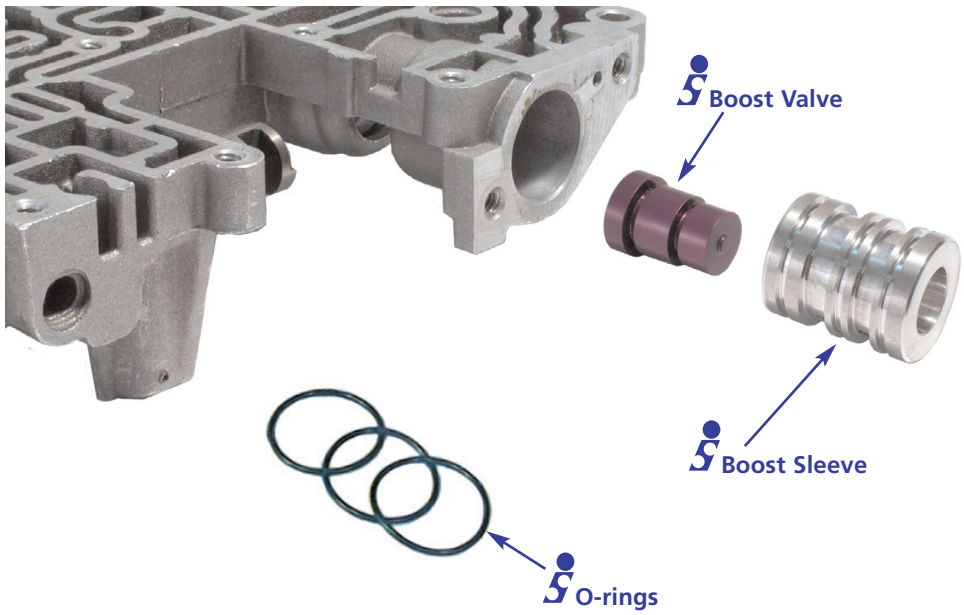
36941-01K

REVERSE BOOST VALVE & SLEEVE KIT

HIGH PERFORMANCE TRANSMISSION PARTS

FEATURES & BENEFITS:

- **Increases line rise**
- **Prevents erratic shift timing and shudder**
- **Reduces direct clutch failure**
- **Salvages valve body**
- **"Clicker" style only '76 - earlier**



Part No.

36941-01K

(HP/Towing - "Clicker" Style)

1 Boost Valve

1 Boost Sleeve

3 O-Rings

Note: This does not recalibrate shift timing, or allow gas and diesel valve body interchange!

Also Available:

Part No. **36946-01K**
Gas Ratio "O-Ring" Style

Part No. **36946-02K**
Diesel Ratio "O-Ring" Style

Part No. **36946-03K**
Diesel Ratio "Factory" Style

Part No. **36946-04K**
Gas Ratio "Factory" Style

PART SUMMARY

When rebuilding high performance or heavy-duty C6 transmissions, it is common to find a worn boost sleeve in the "clicker" type valve body.

This wear causes poor line rise, which results in erratic shift timing, reverse shudder, or direct clutch failure. This can be caused by the reciprocating boost valve wearing the inside diameter of the boost sleeve. When this occurs, oil that enters the modulated line pressure orifice leaks past the boost valve and exhausts through the reverse orifice, resulting in poor or no line rise. The outside diameter of the boost sleeve may allow some leakage through the valve body, which can result in insufficient line rise. Sonnax now offers a replacement assembly **36941-01K** to eliminate the above problems with a closely toleranced boost valve and o-ringed sleeve. The o-rings provide additional protection against both cross-leakage and oil exhausting through the valve body bore.

The sleeve is manufactured from high-quality aluminum, which is specially designed to resist wear. The boost valve is manufactured from high quality anodized aluminum to prevent excessive wear and provide long life. Replace the boost valve and sleeve to restore performance and to reduce the chance of premature failure.

sonnax®

Part No. 36941-01K

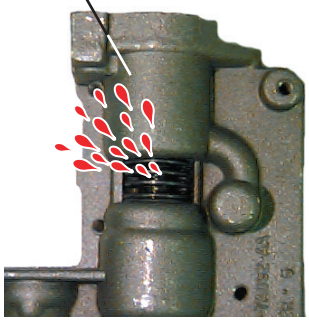
Reverse Boost Valve & Sleeve Kit

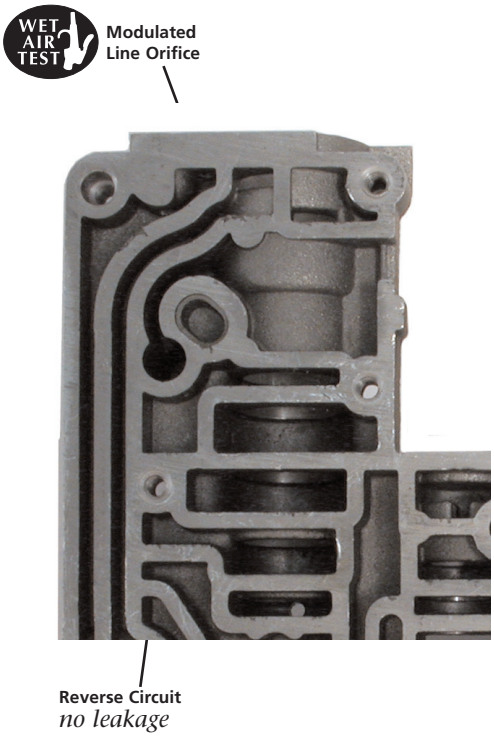
WET AIR TEST

To check for a worn boost sleeve, perform the Wet Air Test. With the boost valve assembly still in the valve body, place a small amount of oil into the modulated line pressure orifice. Follow this with low air pressure. There should be little to no air or oil leakage out of the reverse or exhaust circuits.

INSTALLATION INSTRUCTIONS

1. To replace the worn parts with a Sonnax kit, remove the worn boost sleeve and valve from the valve body and discard.
2. Place the o-rings into the grooves on the boost sleeve.
3. Lubricate all parts of the replacement assembly.
4. Insert the valve into the sleeve.
5. Push the sleeve and valve assembly into the valve body with a slight twisting motion.
6. Reinstall the retaining plate and screws.





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