

## COMPLAINT

SECONDARY COMPLAINTS

## Low line pressure

• Burned clutches • Soft upshifts • Delayed reverse

## CAUSE

Leakage between the boost valve and sleeve.

## CORRECTION

Valve and sleeve assemblies are available in four different ratios to restore pressure control in most OEM applications.

## OEM Ratio Boost Valve & Sleeve Kits

**54200-12K** Small boost ratio  
.564" valve- small spool diameter  
(066 OEM Mark)

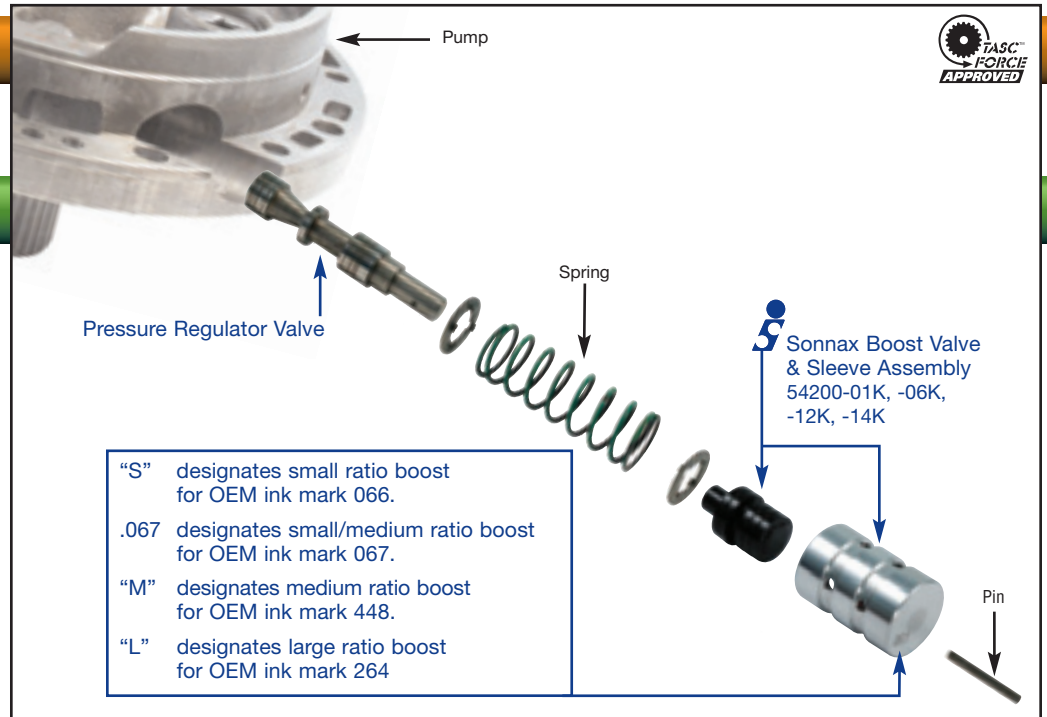
**NEW Product**  
**54200-14K** Sm./Med. boost ratio  
.570" valve- small spool diameter  
(067 OEM Mark)

**54200-01K** Medium boost ratio  
.630" valve- small spool diameter  
(448 OEM Mark)

**54200-06K** Large boost ratio  
.649" valve- small spool diameter  
(264 OEM Mark)

Each kit includes the following

- 1 Valve
- 1 Sleeve



### Sonnax Part Summary

The OEM boost valves in 4L30-E units (also known as AR25 and AR35 in Europe) are made of steel, whereas the sleeve is aluminum. Over time the valve wears against the sleeve and causes boost pressure leakage. The result is low line pressure during boost, with associated burned clutches. The Sonnax kits **54200-01K**, **54200-06K**, **54200-12K** and **54200-14K** restore pressure control to the boost circuit.

### Features and Benefits:

- Sleeves are made from wear-resistant aluminum and incorporate annular oil passages to distribute boost oil evenly to the valves and reduce side loading.
- Valves are made of hard-anodized aluminum and include oil grooves that allow the valve to ride on a film of oil, further reducing wear.
- Valves and sleeves are made from the same material to help reduce leakage due to thermal expansion.
- Four most common sizes to choose from.