

## COMPLAINT

SECONDARY COMPLAINTS

Flare 1-2 or 2-3 upshifts, non-adjustable (high) throttle pressure

• 2-1 downshift clunk • Harsh reverse • Clutch/band failure

## CAUSE

The boost valve wears the inside diameter of the boost sleeve, allowing TV/EPC and reverse oil leakage.

## CORRECTION

These replacement assemblies provide wear-resistant materials, minimum clearance for restored pressure control, and optional o-rings for positive sealing within the bore.

## Reverse Boost Valve & Sleeve Kits

**96201-01K** All except 3.0L 12-Valve

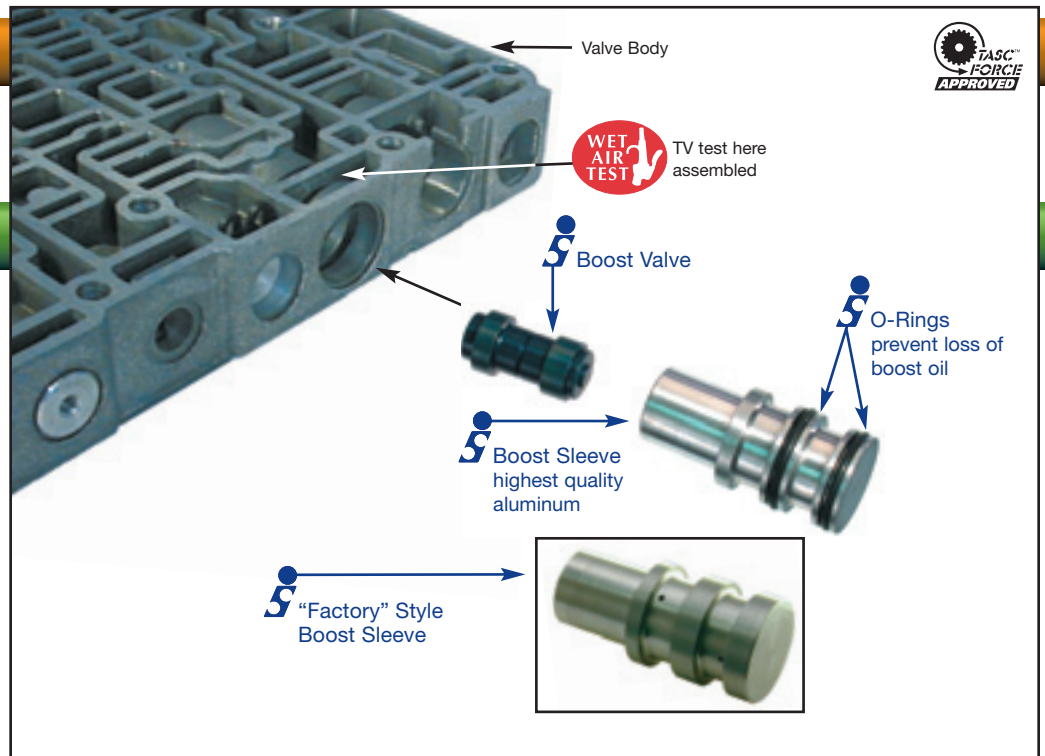
**96201-12K** 3.0L 12-Valve

1 O-Ring Boost Sleeve  
1 Boost Valve  
2 O-Rings

**96201-08K** All except 3.0L 12-Valve

**96201-13K** 3.0L 12-Valve

1 "Factory" Style Boost Sleeve  
1 Boost Valve



### Sonnax Part Summary

Vehicles with an AXOD, AXODE, AX4S or AX4N transmission frequently have flare 1-2 & 2-3 upshifts, high pressure, harsh reverse (300 psi), 2-1 downshift clunk, non-adjustable throttle pressure, and clutch or band failure from poor line rise. This is caused by wear on the inside bore of the boost sleeve allowing TV/EPC and/or reverse oil to either leak to exhaust or cross leak. Sonnax now offers boost valve kits for both 3.0 and 3.8 liter applications and sleeves with or without o-rings (factory style) to eliminate the above problems.

### Features & Benefits

- Sleeves are made from high-quality aluminum to prevent wear.
- Valves are hard-anodized for longer life.
- O-ring sleeves prevent leakage between the sleeve and valve body bore.
- Available in two sizes: **96201-12K** (o-ring style) and **96201-13K** (factory style) with a small diameter boost valve of .475"; **96201-01K** (o-ring style) and **96201-08K** (factory style) with a small diameter boost valve of .491".