

## COMPLAINT

### SECONDARY COMPLAINTS

## Erratic line pressure

• Reverse chatter or slip • 2-3 shift flare • Pressure regulator buzz • Delayed engagement due to poor converter charge

## CAUSE

Continuous oscillation of the steel valve wears the cast aluminum bore, allowing valuable oil to leak.

## CORRECTION

This oversized valve permits the valve body to be restored to OEM specifications.

## Oversized Pressure Regulator Valve

### 36946-10K

1 Oversized PR Valve



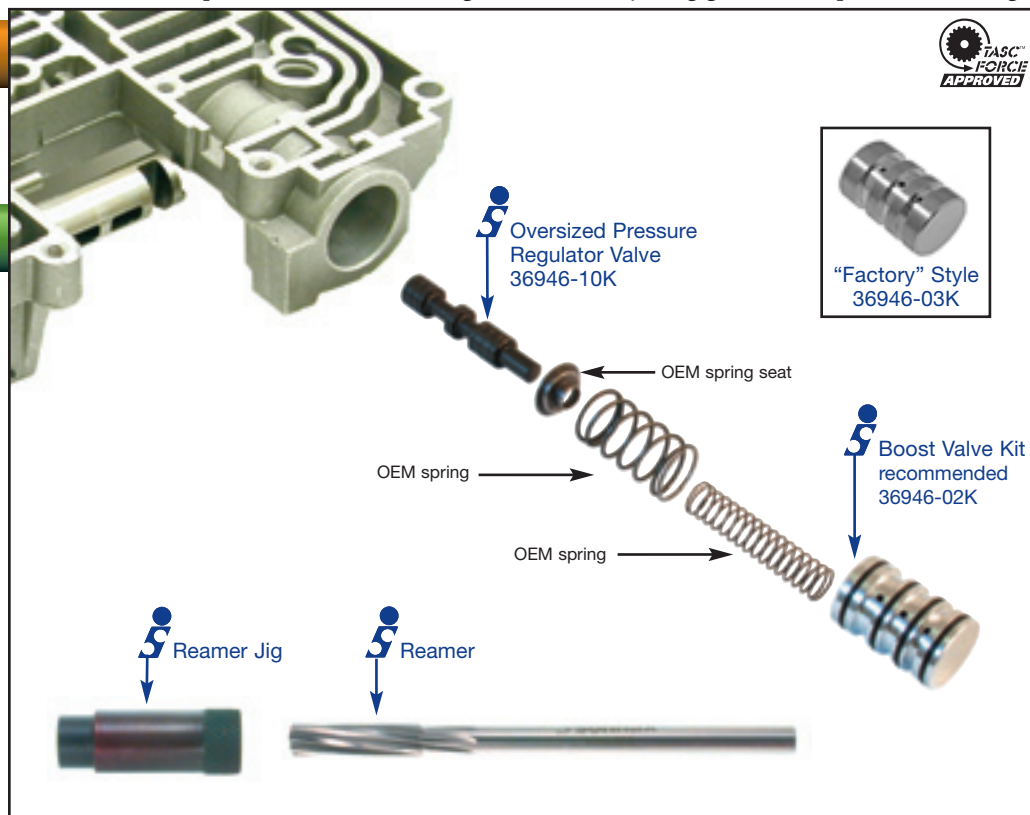
**Note:** This valve will not fit early-style 'clicker' or Shelby valve bodies with screw on end plate behind boost valve.

### 36946-TL

1 Reamer

1 Reamer Jig

**Note:** For improved line rise, shift quality and clutch life, use the diesel boost valve **36946-02K** o-ring style or **36946-03K** "factory" style with the pressure regulator valve.



## Sonnax Part Summary

Bore wear at the inside spool causes imbalance or a buzz condition along with high line pressure at operating temperatures. High line pressure causes harsh engagements and reduced converter fill. The valve bore also wears near the second spool. This wear reduces line pressure and causes delayed engagement or soft/flare upshift concerns. Sonnax now offers an oversized pressure regulator valve **36946-10K** for the C6 transmission. Reaming the bore and installing a new closely tolerated valve corrects various conditions.

## Features & Benefits

- Replacement valve is made of aluminum instead of the OEM steel, which reduces thermal expansion clearances.
- Valve is hard-coat anodized to minimize future bore wear.
- Valve incorporates annular grooves to help the valve ride on a film of oil to reduce wear.
- The Sonnax valve is oversized so the worn valve body can be restored using reamer and guide **36946-TL**, sold separately.

Save

\$100 in valve body replacement costs