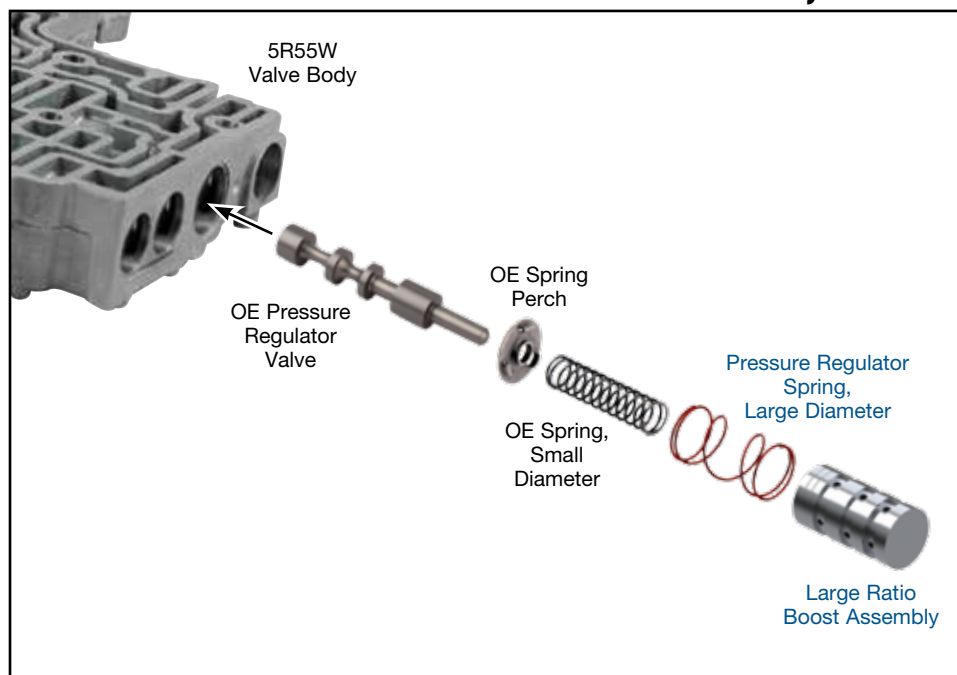


Line Pressure Booster Kit

Part No.
5R55WS-LB1

- Large Ratio Boost Assembly
- Pressure Regulator Spring Large Dia.

Ford 5R55S, 5R55W

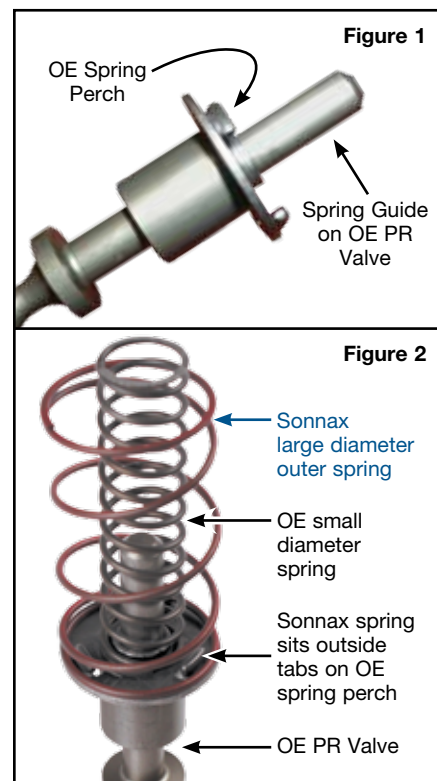


1. Disassembly

- Remove OE retaining clip and set aside for reuse.
- Remove and discard OE boost sleeve and both boost valves.
- Remove and discard OE large diameter spring.
- Remove OE pressure regulator valve and small spring, save for reuse.

2. Installation

- Install Sonnax large diameter spring over the smaller diameter OE inner spring on pressure regulator valve. Ensure Sonnax spring is seated over the tabs on OE spring perch (**Figures 1 & 2**).
- Reinstall OE pressure regulator valve with springs.
- Install Sonnax boost valve/sleeve assembly as shown (**Main image**), ensuring the smaller OE spring is seated inside Sonnax outer boost valve spring pocket.
- Reinstall OE retaining clip.

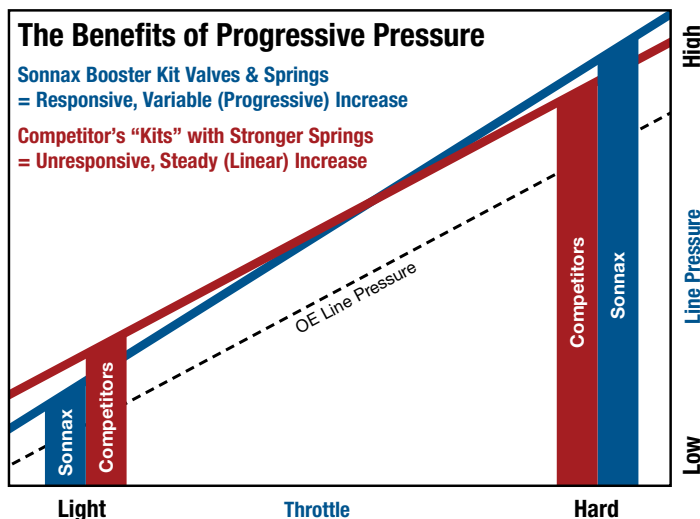


The Prescription for Optimum Pressure

Stronger pressure regulator springs raise pressure equal amounts at idle and maximum pressure. Many aftermarket "kit" springs are a compromise, raising pressure too much at idle and not enough at maximum pressures. Larger boost valves, on the other hand, have a progressive effect on pressure, changing the rate of pressure increase.

The Sonnax large ratio boost valves and stronger pressure regulator springs are designed to work together. This is an ideal combination: smooth engagements and lower load on the pump at idle, but a greater increase in pressure as the transmission is worked harder.

For a more in-depth look at raising line pressure, read *The Prescription for Optimum Pressure* in the Sonnax online technical library at www.sonnax.com.



Pump Tech

Good Pressure Depends on a Good Pump

Verify Pump Specifications

Excess clearance equals low pump volume and pressure.

Gear Pocket Clearance	
.0007" to .0026"	Check with feeler gauge and straight edge over pump face, or with Plastigauge and bolt complete pump together.
Too Loose = low pressure.	
Outer Gear to Pump Body	
.005 max.	

Check for Wear

Wear on tips of inner gear teeth or on the crescent means low pressure. Inspect inside of crescent, area between suction and discharge ports and tips of gear teeth, for wear (**Figure 3**). Wear and excess clearance reduces pump efficiency.

