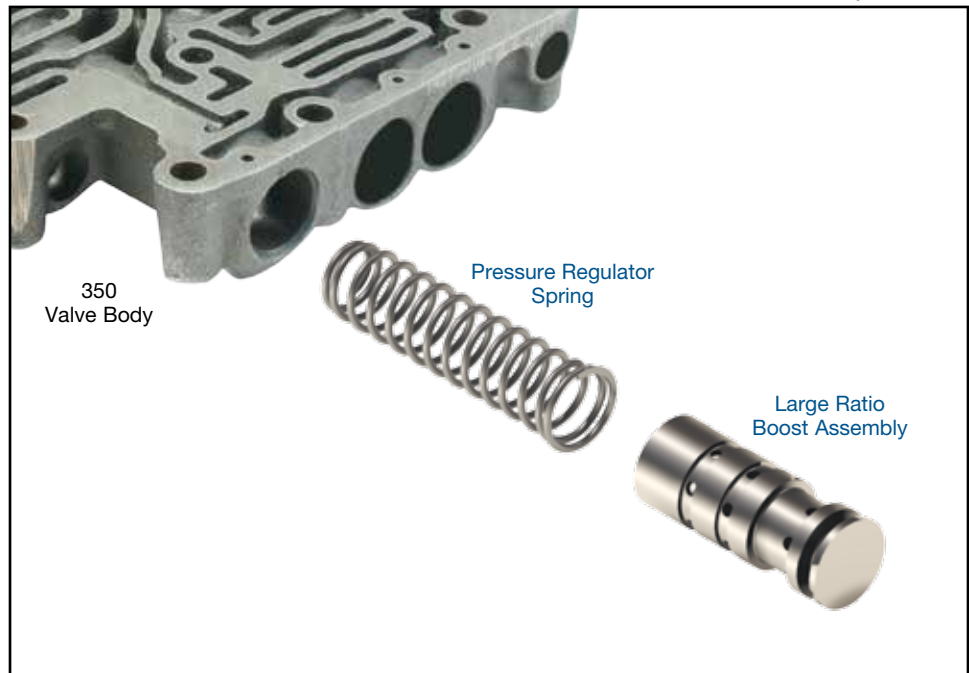


Line Pressure Booster Kit

Part No.
350-LB1

- Large Ratio Boost Assembly
- Pressure Regulator Spring

GM 350, 350C



1. Disassembly

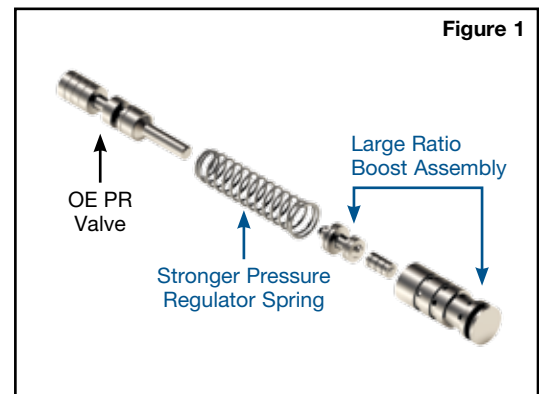
Remove the retaining pin holding boost assembly (do not discard retaining pin). Discard the pressure regulator spring and boost valve assembly. Retain the OE pressure regulator valve.

2. Bore Preparation

Lubricate all pieces of the replacement kit.

3. Installation

- Install the new pressure regulator spring (**Figure 1**).
- Carefully push the sleeve assembly into the valve body, open end toward the spring.
- Reinstall the retaining pin.

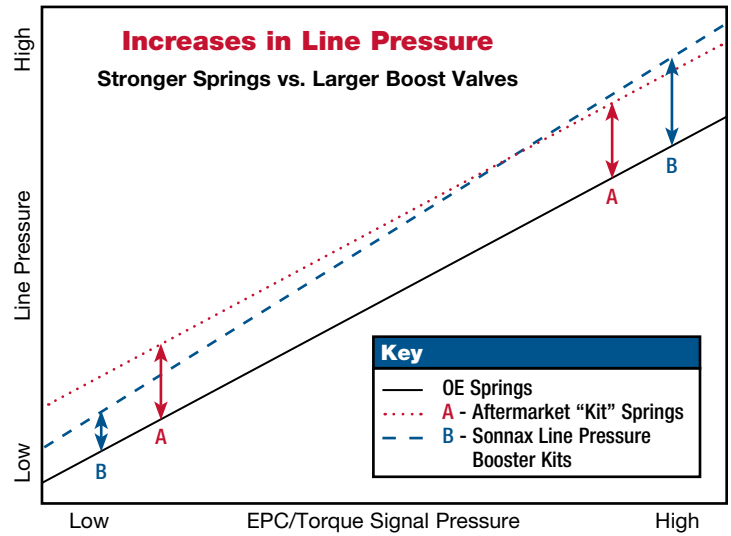


The Prescription for Optimum Pressure

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 (A in graph). Larger boost valves, on the other hand, have a progressive effect on pressure, changing the rate of pressure increase (B in graph).

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.
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.

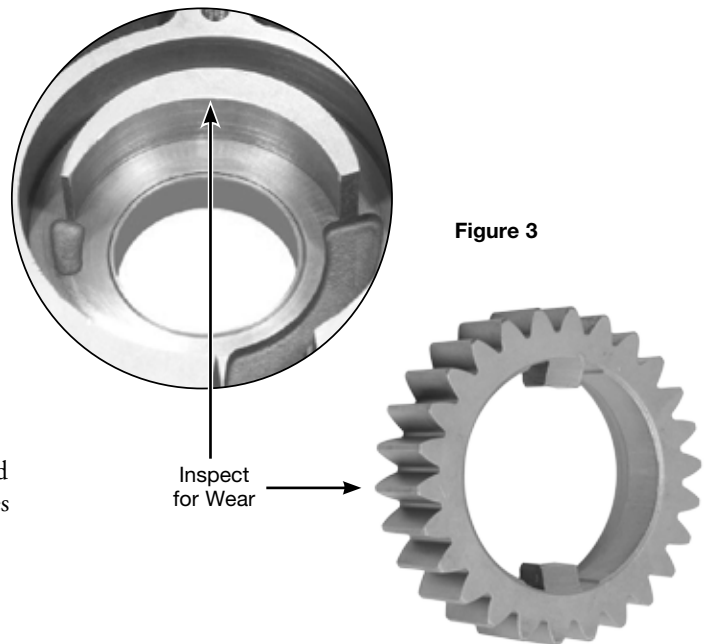


Figure 3