

## Transmission Report

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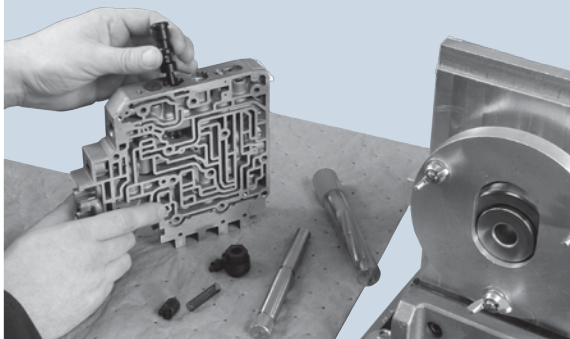
**Quality Engineered  
& Manufactured Parts**

**Exclusive, Matched Reamers**

**Patented Holding Fixtures**

Sonnax products are part of a unique system trusted for years to provide reliable, effective, top-of-the-line transmission repairs.

Don't compromise a rebuild by going outside the system. Only SONNAX products deliver authentic, Sonnax-quality repairs.



Always ask for **GENUINE**  
**Sonnax parts!**

## The Right Kit for the Rebuild is a Genuine SONNAX Kit

At Sonnax, we're focused on addressing real-world transmission challenges. Some rebuilds are easy and require only a few new parts to get the driver back on the road. Others need a lot of diagnostics and an overhaul of the entire valve body so the vehicle can roll out the door under warranty.

Our four flagship kits are designed to tackle different levels of transmission rebuilds. This makes it fast and easy to order parts with confidence because these kits are designed to repair the root cause of valve body problems. No gimmicks, shortcuts or unproven products come out of our technical research labs or out of our kits!



Rebuilders consistently vote these kits  
**Top Shop Products - try one for your next rebuild!**

### **Line Pressure Booster Kit**

**Big Performance without a Big Price Tag**

Peace of mind for everyday drivers pushing vehicles to the limit.

### **Zip Kit®**

**The First Step in Correcting Common Shift Problems**

No reaming, quick-to-install shift and pressure repairs for the routine customer.

### **The Sure Cure®**

**Comprehensive Kit for Big Problems You Don't Want Back**

Ideal for shops standing behind a three-year/100,000 mile transmission repair warranty.

### **Performance Pack**

**The Best Parts for Performance & Heavy Duty Recalibration**

Ramping up the performance on a gearhead's hot rod or toughening up a farm truck for hard daily use.



Rebuild Level  
**Basic Boost**



## Line Pressure Booster Kit

Affordable Parts Install Quickly & Easily  
with No Reaming or Special Tools Required

Slightly Stronger Spring for a Modest  
Base Line Pressure Increase

Larger Boost Valves for Demand-Based  
Line Rise without Low-Speed Harshness

Application	Sonnax Part No.
<b>Ford</b>	
E4OD, 4R100	4R100-LB1
AODE, 4R70W, 4R75W	4R70W-LB1
<b>GM</b>	
350	350-LB1
400	400-LB1
4L60 (700-R4), 200-4R	700R4-LB1
4L60-E, 4L65-E, 4L70-E	4L60E-LB1 Early-Style
	4L60E-LB2 Late-Style
4L80-E, 4L85-E	4L80E-LB1
4T65-E	4T65E-LB1
6L45, 6L50, 6L80, 6L90	6L80-LB1



### Electronic Booster Kits

for Chrysler computer-controlled  
line pressure units also are available.

45/545RFE	44957-LB2
68RFE	44957-LB1



Rebuild Level  
**Shift Repair**



## Zip Kit®

Installs Easily with  
No Reaming or Special Tools Required

Stops Leaks so the Valve Body Works  
the Way It's Supposed To

In-Depth Tech Booklet for Installation,  
Plus Diagnostics & Repair

Application	Sonnax Part No.
<b>Aisin AW</b>	
60-40LE	AW60-40LE-ZIP
60-41SN	AW60-41SN-ZIP
<b>Ford</b>	
4R44E, 4R55E, 5R44E, 5R55E	4R44E-5R55E-ZIP
<b>GM</b>	
6L45, 6L50, 6L80, 6L90	6L45-6L90-ZIP <b>New</b>
<b>Toyota</b>	
A340E/F, '00-Later	A340-LATE-ZIP <b>New</b>
A750E/F, A760E/F/H, A761E	A750E-A761E-ZIP
U140E/F, U240E, U241E	U140E-U241E-ZIP
U151E/F, U250E	U151E-U250E-ZIP
U660E	U660E-ZIP <b>New</b>
<b>ZF</b>	
ZF6HP19/26/32 (Gen. 1) & Ford 6R60, 6R80	ZF6-6R60-ZIP
ZF6HP21/28/34 (Gen. 2)	ZF6-GEN2-ZIP

**Vacuum Test Guides  
in Every Zip Kit!**

Rebuild Level








**Total Overhaul**

## The Sure Cure®

Restores OE Shift Quality

Repairs Biggest Trouble Areas  
to Reduce Comebacks

Step-By-Step Manual for Comprehensive  
Valve/Pump Body Restoration

Application	Sonnax Part No.	
<b>Ford</b>		
AODE, 4R70W, 4R75W ('95-Earlier)	SC-AODE	
AODE, 4R70W ('96-Later)	SC-AODE-1	
AX4N (4F50N)	SC-AX4N	Tool Required
AXODE, AX4S	SC-AXODE	
E4OD, 4R100	SC-E4OD	
<b>Chrysler</b>		
41TE, 42LE, 42RLE	SC-41TE	
42RH, 42RE	SC-42RHE	
46-47RH/RE	SC-46/47RHE	
48RE	SC-48RE	Tool & VB-FIX Required
<b>GM</b>		
4L60 (700-R4)	SC-4L60	Tool Required
4L60-E, 4L65-E, 4L70-E	SC-4L60E	Tool Required
4L80-E, 4L85-E	SC-4L80E	Tool Required
4T60-E ('93-'96)	SC-4T60E	Tool Required
4T60-E ('97-Later)	SC-4T60E-1	Tool Required
4T65-E	SC-4T65E	Tool & VB-FIX Required
Saturn TAAT	SC-TAAT	Tool Required
<b>VW/Audi</b>		
01M/01N/01P	SC-01M/01N/01P	Tool & VB-FIX Required
096/097/098	SC-096/097/098	Tool & VB-FIX Required



Rebuild Level

**Major Upgrade**

## Performance Pack

Firmer Shifts Under Load  
without Low-Speed Harshness

Consistent Recalibration  
Results with Tuning Options

Improved Durability

No Special Tools Required

Application	Sonnax Part No.
<b>GM</b>	
4L60-E ('94-Later), 4L65-E, 4L70-E	HP-4L60E-01
For more radical applications and even greater levels of performance, combine this Performance Pack with the Sonnax 1-2 and 4 <sup>th</sup> super hold servos: 2 <sup>nd</sup> Gear Super Hold Servo Kit <b>77911-03K</b> 4 <sup>th</sup> Gear Super Hold Servo <b>77767K</b>	
<b>Ford</b>	
4R100	SC-4R100HD
Formerly a popular Sure Cure® option, this heavy-duty kit has been further refined to become a Performance Pack with the inclusion of intermediate and direct clutch feed seal parts.	

Booster Kits, Zip Kits, Sure Cures  
and Performance Packs are all

*Transmission Digest*

# Top 10 Product Winners

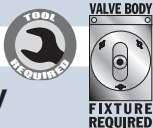
From our team to yours,  
**THANK YOU** for consistently  
supporting Sonnax products!

## 1 77741-02K

### Lockup Relay Control Valve Kit

Helps cure:

- TCC apply/release complaints
- Inadequate lubrication



## 2 97741-20K

### Oversized Lockup Relay Valve Kit

Helps cure:

- TCC apply/release complaints
- Converter codes
- Inadequate lubrication

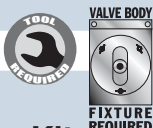
**Note:** Requires tool kit F-97741-TL20 & the VB-FIX reaming fixture.

## 3 19741-01K

### TCC Control Plunger Valve Kit

Helps cure:

- Converter apply/release complaints
- Converter slip codes
- Overheated fluid



## 4 97741-18K

### Oversized Secondary Pressure Regulator Valve Kit

Helps cure:

- Converter complaints
- Overheated transmission
- Bushing wear & lube failure

**Note:** Requires tool kit F-97741-TL18 & the VB-FIX reaming fixture.

## A340E/F '00-Later, V6 & V8 Identification

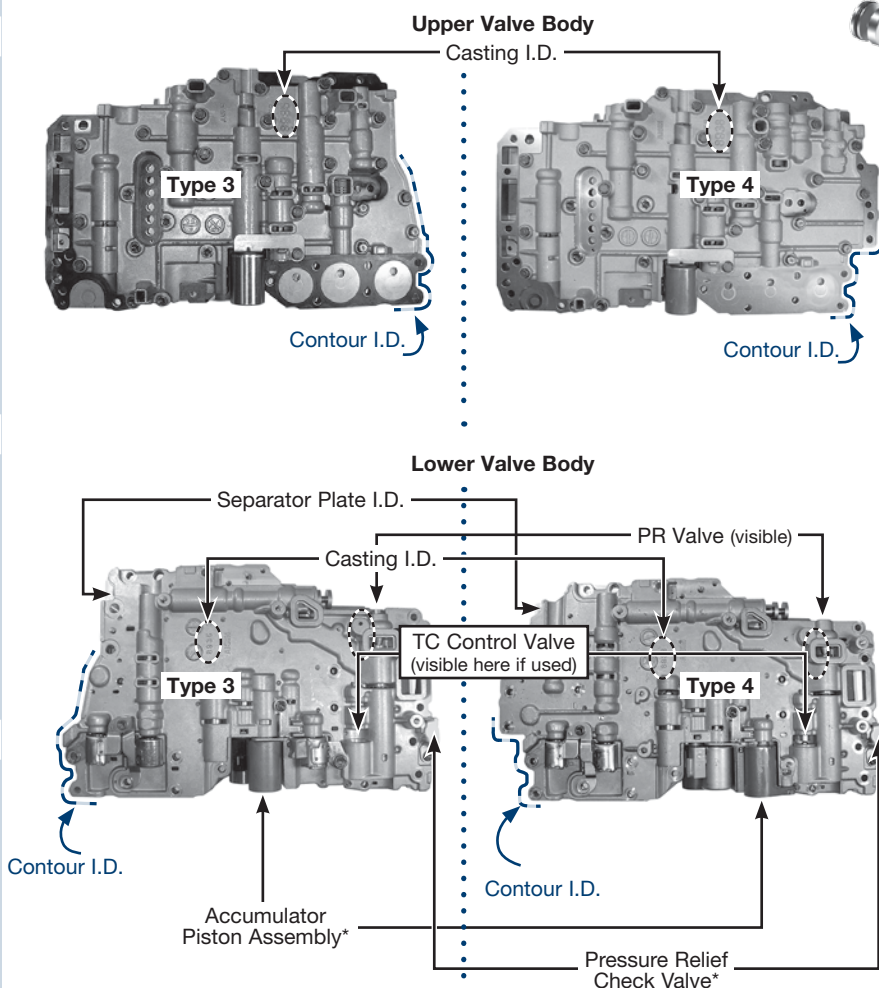
The parts shown here are designed for 2000-later, V6 and V8 applications using Type 3- or Type 4-style valve bodies.

### Type 3 (Casting I.D. #8935)

V8 applications, EPC style throttle control only.

### Type 4 (Casting I.D. #8938)

V6 or V8 applications, EPC (shown) or cable-style throttle control.



\*Alternate Configuration: May have same lineup as Type 3 lower valve body.

## A340-LATE-ZIP Parts Not Shown

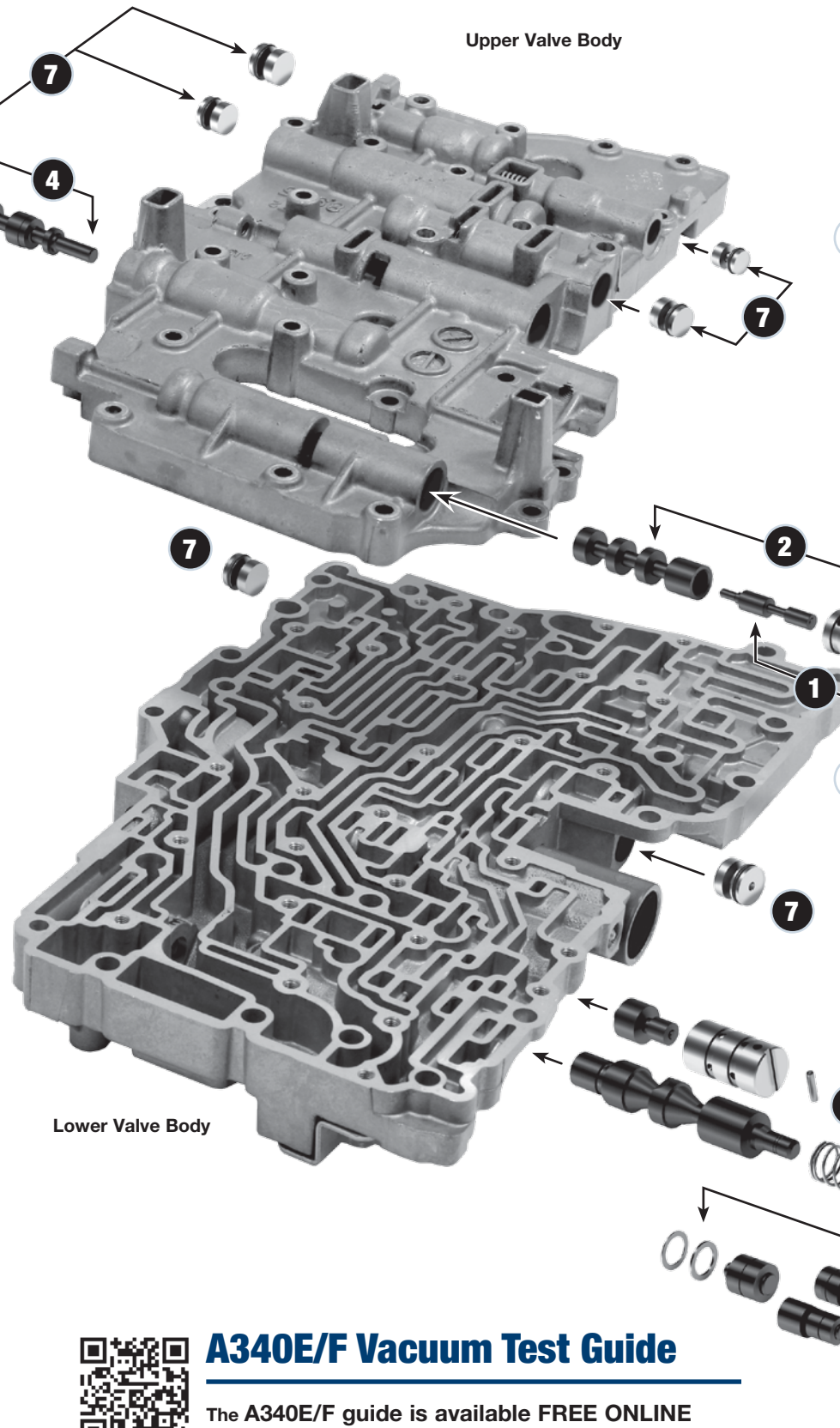
Kit includes:

- Accumulator Control Valve O-Ringed End Plug
- Secondary Regulator Valve & Reverse Control Valve O-Ringed End Plugs
- 1-2, 2-3, & 3-4 Shift Valves O-Ringed End Plugs
- 2nd Coast Modulator Valve O-Ringed End Plug
- Lockup Relay Control Valve & Sleeve
- Checkballs
- Dual Ratio Boost Valve Kit

Helps cure:

- Burnt brake clutches
- Burnt clutches
- Delayed engagement
- Inadequate lubrication
- Low pressure
- Slips & flares
- Soft shifts
- TCC apply & release complaints
- TCC codes





Upper Valve Body

Lower Valve Body

**5 97741-01K** Patent Pending

**Dual-Ratio Boost Valve Kit**

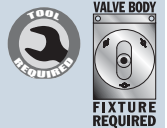
Helps cure:

- Soft upshifts
- Delayed reverse/forward
- Burnt brakes/clutches

**97741-10K** .353" EPC boost valve spool

**6 97741-06K** .426" EPC boost valve spool

**Oversized Pressure Regulator Valve Kit**



Helps cure:

- Poor shift quality
- Low/High line pressure
- Converter complaints

**Note:** Requires tool kit F-97741-TL6 & the VB-FIX reaming fixture.

**7 97741-19K** Includes 7 End Plugs

**O-Ringed End Plug Kit**

Helps cure:

- Shift complaints
- Burnt clutches

**Note:** Includes seven end plugs in various sizes. Follow usage chart on website or in packaging to determine correct location and size correlation.



**A340E/F Vacuum Test Guide**

The A340E/F guide is available FREE ONLINE as a tech resource at [www.sonnax.com](http://www.sonnax.com).

## THE SURE<sup>®</sup> Tech CURE<sup>®</sup> Tip

### Choosing the Right Chrysler Kit

The new Sure Cure Kit SC-48RE addresses the same symptoms as the SC-46/47RHE, with many of the same great Sonnax products.

While these kits can be interchanged to a certain degree, there are some parts which can only be used in specific units, as well as some locations addressed only by the 48RE kit (see chart).

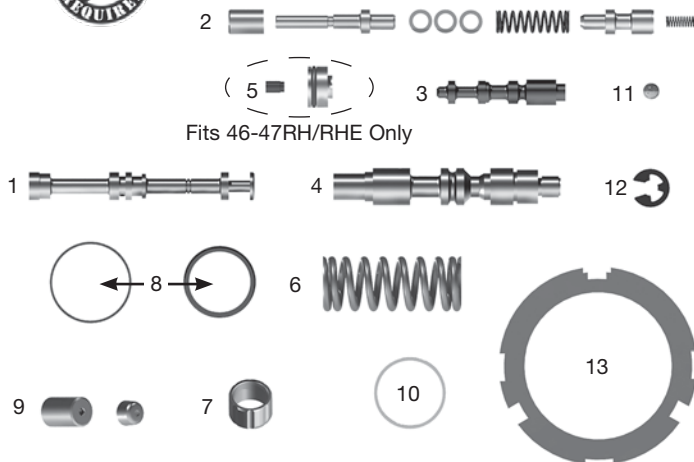
The SC-46/47RHE kit can be used in a 48RE, but the following two items from the kit cannot be used: line pressure plug and sleeve kit 22229-01K and endplay shims 22700-Z.

Sonnax recommends selecting the kit that best addresses your application.

Component	SC-46/47RHE Kit	SC-48RE Kit
1. Manual Valve	✓	✓
2. Throttle Valve Kit	✓ Standard	✓ Oversized
3. 4-Spool Switch Valve	✓ Standard	✓ Oversized
4. Lube Regulated PR Valve	✓ Standard	✓ Oversized
5. Line Pressure Plug & Sleeve Kit	✓ Fits 46-47/RHE Only	✓ Fits 48RE Only
6. 3-4 Accumulator Spring	✓	✓
7. Output Pilot Bushing	✓	✓
8. 4 <sup>th</sup> Accum. Piston Seal & D-Ring	✓	✓
9. Intermediate Shaft Plug & Pilot Kit	✓	✓
10. Turbine Shaft Seals	✓	✓
11. Plastic Checkball	✓	✓
12. Shift Linkage E-Clip	✓	✓
13. Endplay Shims	✓	
14. Rear Planet Thrust Washer		✓
15. Detent Ball & Sleeve Kit		✓
16. Boost Valve Spring Retainer		✓



### 46-47RE/RH Kit



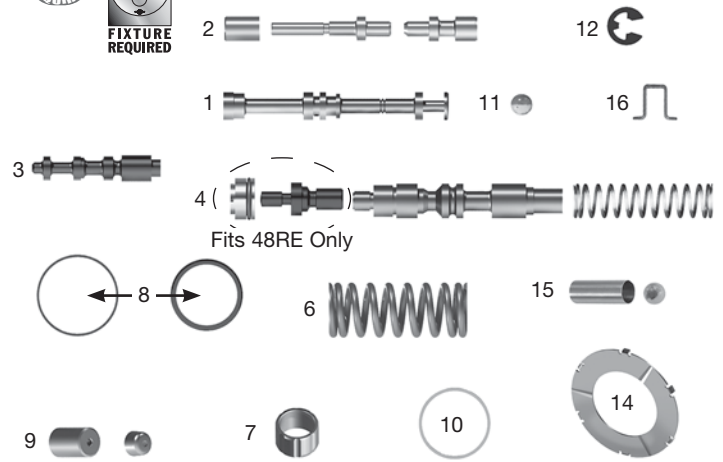
Part No. **SC-46/47RHE**

#### Helps cure:

- 2-3 Late
- 2-3 Oversensitive
- Build up of release pressure during lockup
- Converter bushing failure
- Delayed engagement
- Lockup shudder
- Low cooler flow
- Lube failures
- Overheated converter
- Poor cooler charge at idle
- Poor Forward & Reverse engagement
- Poor kickdown
- Poor line pressure control
- PR valve buzz
- Shift timing complaints & throttle buzz
- Slips in Reverse
- Soft TCC apply



### 48RE Kit



Part No. **SC-48RE**

#### Helps cure:

- Build up of release pressure during lockup
- Converter bushing failure
- Delayed engagement
- Lockup shudder
- Lube failures
- Overheated converter
- Poor cooler charge at idle
- Poor cooler flow
- Poor detent & upshift control
- Poor Forward & Reverse engagement
- PR valve buzz
- Slips in Reverse
- Soft TCC apply
- Throttle buzz

**Note:** SC-48RE requires the VB-FIX reaming fixture and tool kits 22771-TL12, F-22771-TL, 22771A-TL13 and F-22771A-TL7.

## New & Improved Vacuum Test Guides

- **LEARN** Vacuum Test Locations
- **IDENTIFY** Common Transmission Problems
- **FIND** Recommended Sonnax Parts for Quality Repairs

### Tool Details on Every Guide

By popular demand, our vacuum test guides were recently updated with required tool information for Sonnax parts. This makes it easy to see all the products required for repairs.

### Mercedes 722.6 Your “Most Wanted” Guide

Our fall survey asked rebuilders what unit they most wanted a vacuum testing guide for, and the 722.6 was the overwhelming favorite. It's one of two new guides available online right now, with more coming soon for other units. Check our website for updates, or sign up for Sonnax e-news and be the first to know about all our new parts and tech resources.

#### Aisin AW

60-40LE

60-41SN

#### Ford

4/5R44E, 4/5R55E

5R55W/S

#### GM

4L60-E

4L80-E

4T65-E

6L45, 6L50, 6L80, 6L90

#### Mercedes

722.6

**New**

#### Toyota

A340E/F, '00-Later V6 & V8

A750E/F, A760E/F/H, A761E

**New**

U140E/F, U240E, U241E

U151E/F, U250E

U660E

#### ZF

ZF6HP19/26/32 (Gen. 1)/ Ford 6R60, 6R80

ZF6HP21/28/34 (Gen. 2)

**VISIT [WWW.SONNAX.COM](http://WWW.SONNAX.COM) to view, print or download these guides and check out the latest units!**



Scan code with smartphone to view vacuum test guides.

## 4R70W Forward Clutch Drum

- Increased groove depth for additional ring support
- One-piece forged material provides increased strength and durability over the OE stamped drum

A common failure of the Ford 4R70W/E, 4R75W/E is the separation of the forward drum at the snap ring groove. The manufacturing process of the OE snap ring groove creates high-stress points around the circumference of the drum. The forward drum is active in 1st, 2nd and 3rd gear ranges and suffers the most abuse on a forced 4-3 kick down, especially in heavy duty applications.

The concurrent pressure from the forward clutch piston combined with the high stress at the snap ring groove causes the upper portion of the drum to split and separate at the groove. Depending on severity of breach, this can result in no forward engagement or slipping in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> gear.

The forged, one-piece construction of the Sonnax forward clutch drum construction eliminates these stress points.

Part No. **76654-01K** Patent Pending

