

Oversized Modulator Valve & Reamer System

36833-01K

1 Modulator Valve
2 Springs

36833-TL

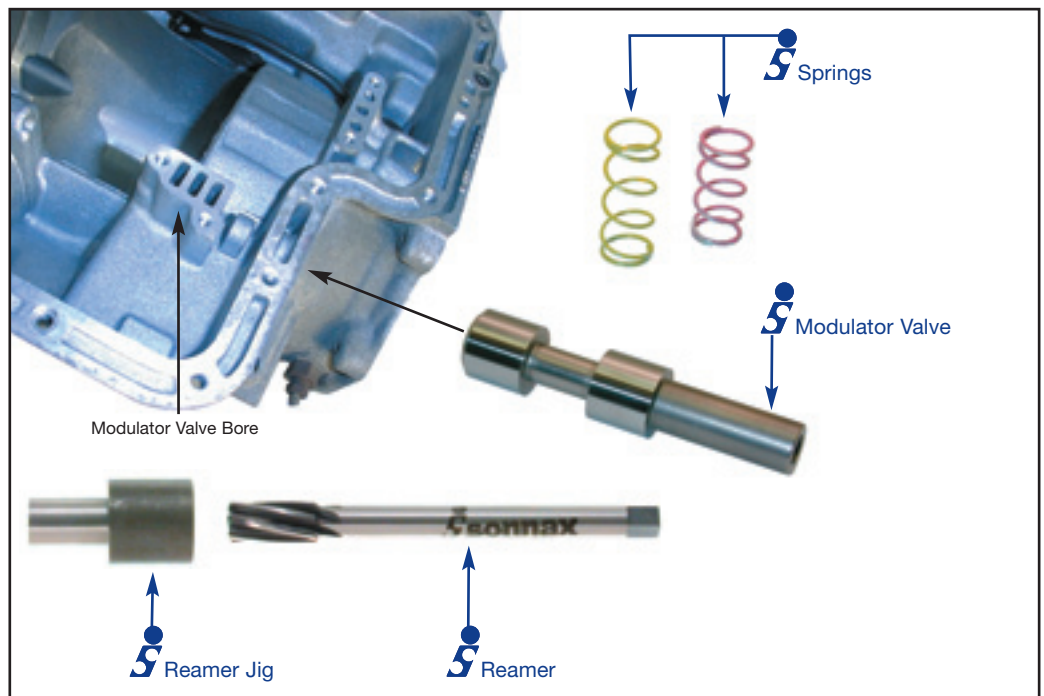
1 Reamer
1 Drill Jig

Also Available:

36496-01K

36496-02K

Boost Valve Kits



Wet Air Test

To Wet Air Test the bore for leakage, place a small amount of oil into throttle pressure port "A" with the valve and modulator assembly still in place. Follow with low air pressure. There should be minimal or no leakage out between A to B or C to sump. If excessive leakage occurs, the bore should be reamed and the valve replaced (See Figure 1).

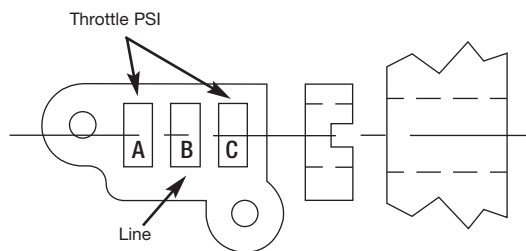


Figure 1

Instructions for Reaming Systems

To ream the valve bore, special Sonnax reamer and drill jig **36833-TL** must be used. Insert the reamer into the drill jig as illustrated below. Then slip the drill jig into the case bore. Using plenty of cutting fluid and either a speed handle or T-handle, ream the valve bore (See Figure 2).

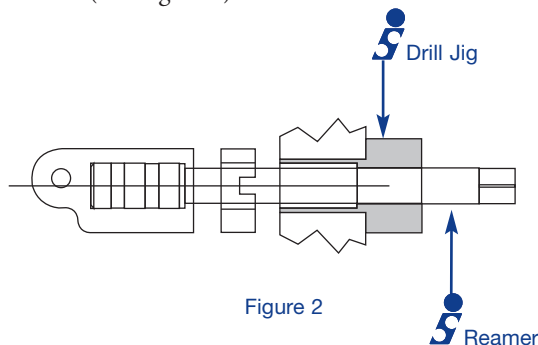


Figure 2

Note: Never turn the reamer backward. Clean out or blow free the chips before removing the reamer. Remove any remaining debris from the bore. Fit the Sonnax valve. If snug, repeat this procedure with an air drill at 500 - 600 rpm.

Instructions for Modulator Valve

1. To install the replacement Sonnax valve and/or spring, first remove any debris from the valve bore.
2. If you are using a gas governor or valve body in a diesel application, the heavier pink spring can be used in lower vacuum source applications for earlier upshifts.
3. If you are working with a gas application, either pink (earliest upshifts) or yellow can be used.
4. Lubricate the valve.
5. If using a spring, secure it with TransJel™ as indicated.
6. Insert the valve and spring assembly into the valve bore.
7. Reinstall the modulator in accordance with Ford specifications (See Figure 3).

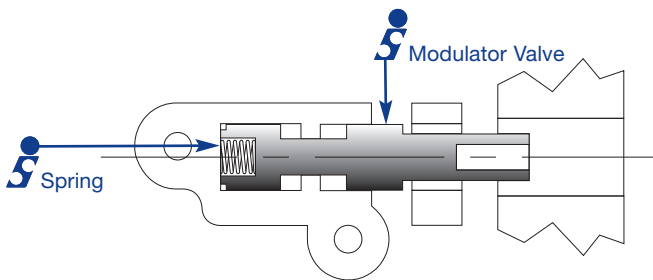


Figure 3

Note: The use of the springs is not a mandatory installation requirement. The larger diameter valve and tolerances result in lower/earlier upshifts. Example of spring modifications: mph earlier at 13" vacuum 302 gas

Yellow: (1lb. 4oz. per figure 3) 1-2 shift, 2mph earlier; 2-3, 3mph earlier

Pink: (2lb. 4oz. per figure 3) 1-2 shift, 5mph earlier; 2-3, 3mph earlier

Other: With the spring pocket, this valve can be balanced against engine vacuum by increasing or decreasing the weight of spring. Stronger spring equals an earlier upshift.

Typical C-6 push in modulator pin length 1.650", Typical C-6 screw in modulator pin length 1.700"