

Oversized Pressure Regulator Valve Kit

Part No.
120940-01K



- Pressure Regulator Valve
- Plunger Valve
- Pressure Regulator Spring

Tool Kit

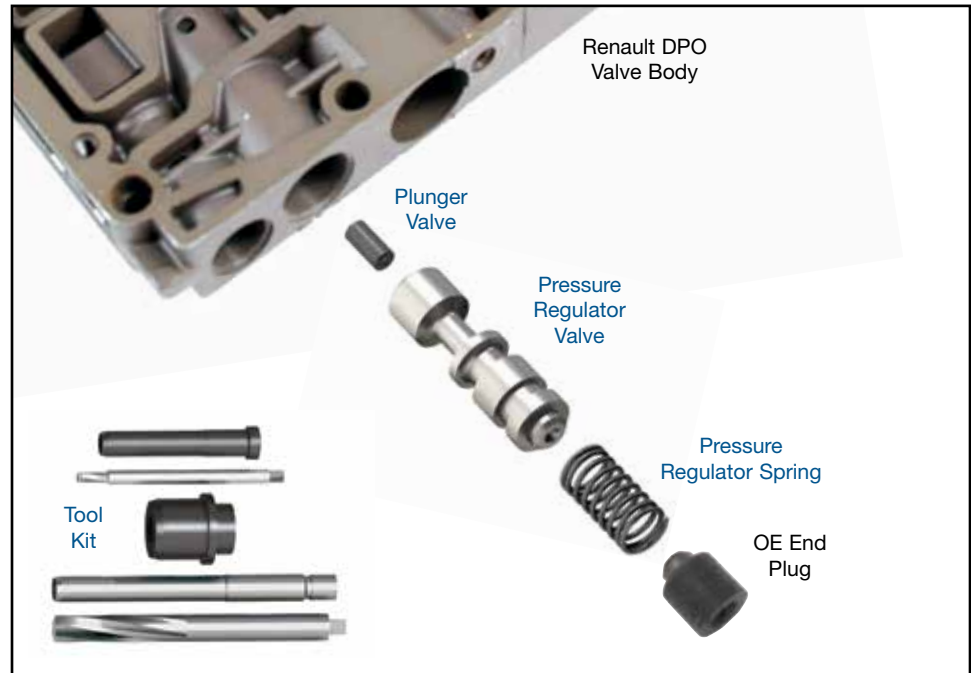
Part No.
F-120940-TL



- Reamers (2)
- Reamer Guides (2)
- Guide Pin

NOTE: Sonnax “F-Tool” kits designed to service a specific bore require the VB-FIX, a self-aligning valve body reaming fixture. More information and instructions can be found online at www.sonnax.com.

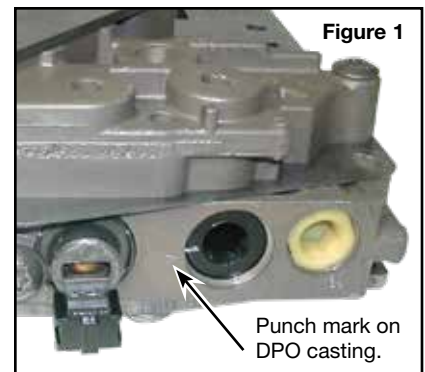
Renault/Peugot AL-4, DPO



NOTES: If exchanging valve body cores, ensure you match separator plate code to original separator plate. There are at least four variations.

1. Disassembly

- Place a punch mark on the casting aligned with the index molded into the plastic end plug (**Figure 1**).
- Measure and record the depth or height of the end plug, some protrude outward, while others are recessed.
- Count and record the number of rotations needed to remove OE plug.
- Unscrew end plug and remove OE valve train components.
- Keep OE end plug for reuse, while discarding other OE components.



2. Bore Reaming



CAUTION: The inner plunger valve bore **MUST** be reamed **BEFORE** the outer pressure regulator bore. Manually turning the reamer in this application is **NOT** recommended.

Ream plunger valve and pressure regulator bores (for reaming instructions/reamer care, please visit www.sonnax.com). Sonnax reaming tool kit **F-120940-TL** and **VB-FIX** are required for this operation.

3. Installation & Assembly

- Install Sonnax plunger valve into bore.
- Install Sonnax pressure regulator valve, followed by Sonnax spring.
- Reinstall OE threaded end plug, to its original OE position as recorded (steps 1b. and 1c).

4. Final Testing

Vacuum testing at the port(s) indicated holds the recommended minimum 14 and 18 in-Hg.

5. In-Vehicle Pressure Testing

- Locate the line pressure port next to the line pressure transducer.
- Verify and adjust main line pressure to the following specification: Cold, Idle and Park: Line pressure should be 39.2 psi (2.7 bar).
- If pressure is too high: harsh engagements will result. To reduce pressure turn the end plug adjuster anti-clockwise.
- If pressure is too low: neutral at idle or loss of "hill hold" results. To increase pressure turn the end plug adjuster clockwise.

