

## 55-50/51SN Important Information

### 55-50/51SN Remanufactured Valve Body

(Volvo, Early, No Letter or "A" Casting, without B5 Spring)

**Part No.**

**AW55VE**

(Volvo/Nissan, Late, "B" or "C" Casting, without B5 Spring)

**Part No.**

**AW55VL**

(GM, Late, "B" or "C" Casting, without B5 Spring)

**Part No.**

**AW55GL**

(GM, Early, "A" or No Letter Casting)

**Part No.**

**AW55GE**

(GM, '05-Later, with B5 Spring)

**Part No.**

**AW55GMLSP**

(Volvo/Nissan, '05-Later, with B-5 Spring)

**Part No.**

**AW55NL**

#### Common Problems After Installation

- Shift Quality & Engagement Feel Concerns:** This is a computer controlled transaxle that uses adaptive learn to adjust the shift feel and engagement timing. Whenever the transaxle is rebuilt, replaced, or if the valve body is replaced, the shift adapts must be cleared and relearned! The procedure is different for each manufacturer. Numerous engagement and shifting problems can remain after rebuild that the relearn procedure will correct. Most vehicles need computer software reflashes to correct specific shift and engagements problems.

For additional information visit the Tech Resources section of [www.sonnax.com](http://www.sonnax.com).



**WARNING:** Whenever the transaxle is rebuilt, replaced, or if the valve body is replaced, the shift adapts must be cleared and relearned! Software updates and adaptive relearn procedures must be performed before warranty claims will be considered.

- No 3rd Gear:** Do NOT remove the big bolt on top of transaxle - it is NOT for filling the transaxle! It is the band anchor bolt. Removing the band anchor bolt causes the band to fall out of position resulting in no 3rd gear.
- Wrong Gear Starts/Delayed Engagements:** It's not uncommon for solenoid wires to be installed on the wrong solenoids, especially the S1 switched with the S3. Do NOT go by the connector color, use the solenoid wire color chart.

#### Solenoid Wire Color Chart

Solenoid	Connector	Wire Color
SLU	Black	1 Green, 1 Brown
SLT	Blue	1 Green, 1 Gray
SLS	Green	1 Blue, 1 Red
S1	Black	White
S2	Black or Gray	Black
S3	Gray	Yellow
S4	Blue or Green	Purple or Red
S5	Green, Red or Gray	Blue or Black

- Assorted Solenoid Codes:** Assorted solenoid codes occur when wires are pushed out of the harness side of the transmission connector on Volvos.
- Electrical Codes for the SLU, SLS, & SLT Solenoids:** These occur when spade connectors bend out of the way and create an open circuit or intermittent connection. Spade connectors are very thin & easily bent. Please use extra care when pushing wire connectors into place.
- Slips, Delays & Low Line Pressure:** Use care when installing the valve body so that the valve body to case gasket does not fold over and allow air into the suction side of the pump, creating low line pressure, slips and delays.
- 2-3 Flare:** Most vehicles have a software reflash for this complaint. During transmission overhaul, shorten the servo travel to .100" - .125". Volvo also has an upgraded servo (Volvo Bulletin #43-37 dated 2-25-03). Air check the servo through the case to verify no leakage at the O-rings on the ends of the tubes.

### Solenoid Installation

55-50/51SN valve bodies are shipped with the solenoids removed. The solenoids are tested and adjusted to the specific valve body.

- Install SLU in top position with electrical connector to the right.
- Install SLT in middle position with electrical connector to the left
- Install SLS in bottom position with electrical connector to the right.

Use the solenoid hold down brackets and install. Tighten bolts to 60 in/lbs. For additional information watch solenoid installation video on [www.sonnax.com](http://www.sonnax.com).

### Core Returns

We receive a large quantity of cores with broken solenoids. Remove the SLS, SLT, and SLU linear solenoids from the valve body & pack them in the box with the valve body. Protect these solenoids when repackaging the valve body core for return.

