

## “R” Ratio Servo Kit

### Part No.

# K36528R

- Cover
- Servo Assembly
- PTFE Seal Ring
- O-Ring                      Inner End of Pin
- O-Ring                      Piston/Not Shown
- O-Rings (2)                Cover & Piston
- Gasket
- Return Springs (2)        Selective

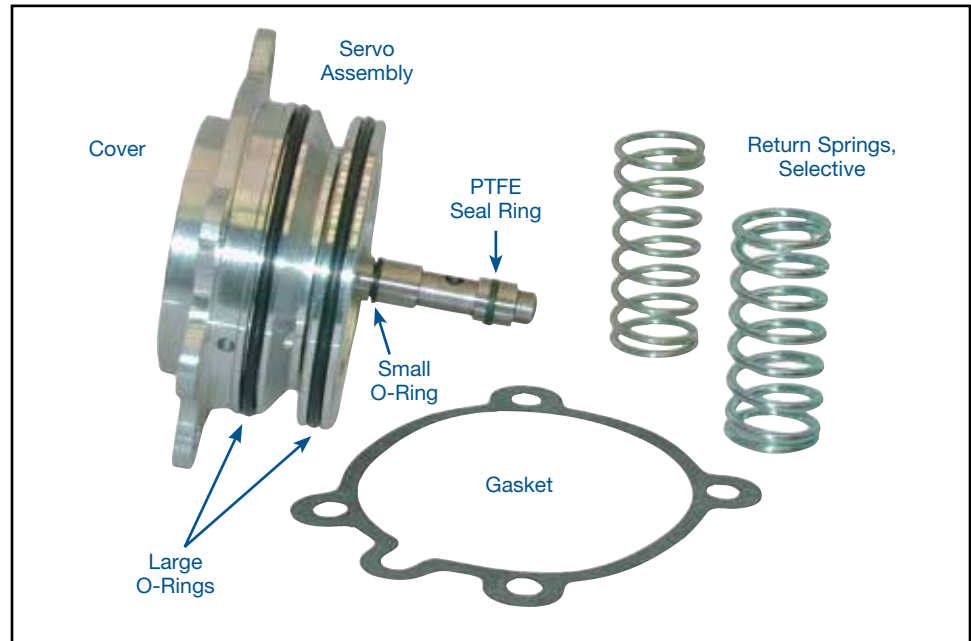
## Replacement Seal Kit

### Part No.

# K36528R-SK

- Pin O-Ring
- PTFE Seal Ring
- Medium O-Ring
- Large O-Rings (2)
- Cover Gasket

## Ford C6 (Mid ‘68-Later)



### 1. Disassembly

Remove the old servo assembly and clean inner bore and gasket area.

### 2. Bore Preparation & Spring Selection

**NOTE:** Some servo modifications involve blocking feed or exhaust passages in the case. These modifications must be removed. For proper operation of this servo, ensure that the exhaust passage and both oil feed passages are unrestricted.

- This servo kit is a drop-in item for mid ‘68-later models. Models previous to this will need to be bored out to 3.493–3.495" dia. with a surface finish of less than Ra16.
- When choosing a return spring, the size of the servo along with the return spring affect not only the 1-2 shift, but also the 2-3 shift. To assist in tuning the 2-3 shift, this kit includes two different springs:

- The spring with smaller diameter wire ensures more apply force in 2nd, but will have a slower servo release on the 2-3 shift.

- The spring with larger diameter wire will have slightly less apply force in 2nd, but will have a faster servo release on the 2-3 shift.

**General Guidelines for Return Spring Selection:** With the various possible combinations of servo apply levers and valve body calibrations, it's not possible to predict which spring would work best in your application.

For maximum servo apply, start with lightest spring. If the 2-3 shift has excessive overlap, switch to the return spring with larger wire diameter.

If using the return spring with larger wire diameter and the 2-3 shift has a flare, switch to the spring with smaller diameter wire.

### 3. Assembly & Installation

- Generously apply TransJel to the servo bore in the case.

**NOTE:** PTFE seal ring is for the servo lever end of the servo pin (See main image).

- Insert the servo assembly into the case. Insert bolts and tighten.
- Adjust band according to manufacturer specifications.