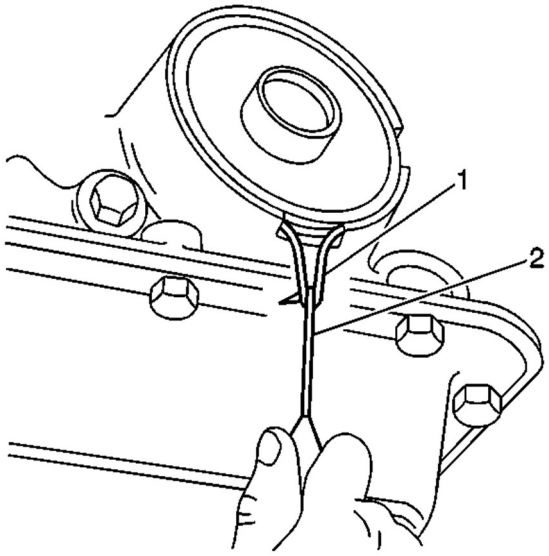
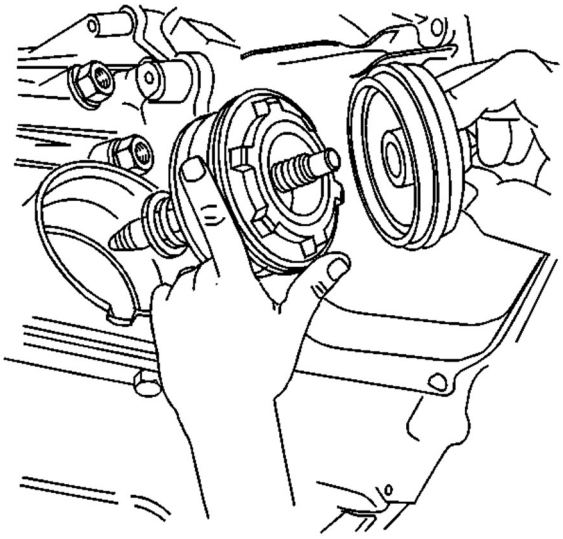
- AT ALL TIMES: AVOID FOREIGN CONTAMINANTS FROM ENTERING TRANSMISSION
- THROUGHLY LUBRICATE ALL COMPONENTS PRIOR TO ASSEMBLY
- PROPERLY LIFT AND SUPPORT VEHICLE (IF NEEDED) PRIOR TO ATTEMPTING REPLACEMENT PROCEDURE
- ALLOW VEHICLE TO SUFFICIENTLY COOL PRIOR TO ATTEMPTING
- PROCEDURE; UNDER CAR COMPONENTS AND TRANSMISSION OIL
- CAN BE VERY HOT CAUSING SEVERE BURNS

2-4 Servo Removal & Install Instructions

1. Compress the servo cover.
2. Remove the servo cover retaining ring.

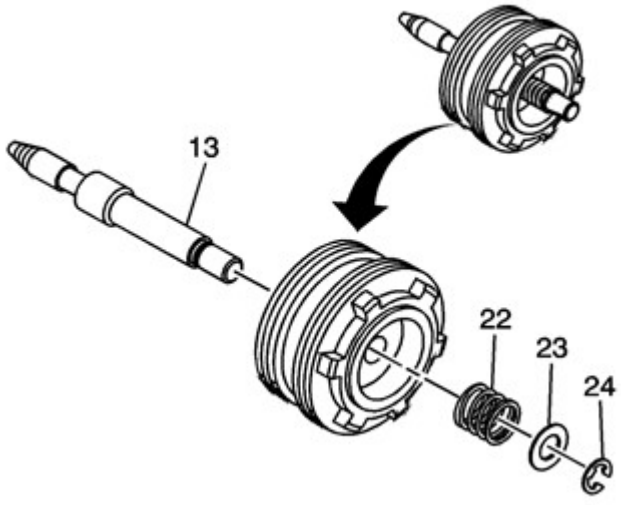


3. Remove the servo cover and O-ring seal. If the cover gets hung up on the seal, use a pick or a small screwdriver (2) to pull and stretch the seal (1) out of the groove. Cut the o-ring and slide out the O-ring seal before removing the cover.



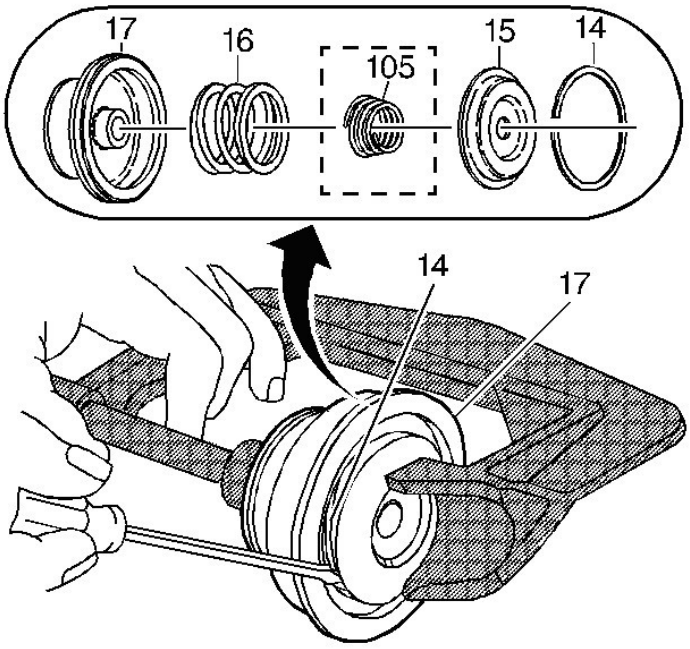
4. Remove the 2-4 servo assembly from the transmission. NOTE: on some vehicles, you may have to remove the servo assembly in pieces in order to avoid dropping the rear of the transmission.

2-4 Servo Disassemble

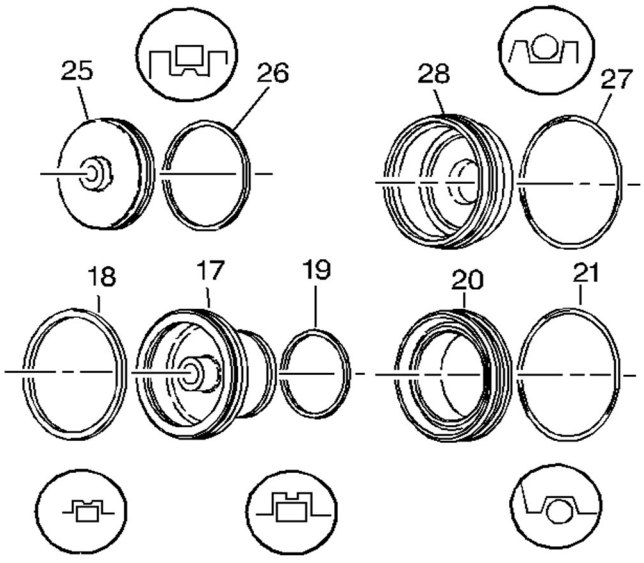


1. Remove the 'E' clip (24) and slide out the servo apply pin (13), taking care not to lose any of the components.
2. Disassemble the 2-4 servo assembly.

2-4 Disassemble and re-assemble the 2nd Apply Piston



1. Using a c-clamp to gently compress the second apply piston spring retainer (15), remove the snap ring (14) from the groove.
2. Loosen the c-clamp and remove the servo cushion outer spring (16) and inner spring (105 – NOTE: inner spring not present on all models).
3. Take your new billet 2nd apply piston and install the cushion spring (16) and spring retainer (15). Compress the spring retainer using a c-clamp and install the snap ring (14) into the groove.



4. Install the scarf cut BLACK seal (18) on the new 2nd apply piston (17).

The rear seal (19) is already installed for you. Some 2nd apply pistons will come with a non-scarf cut seal. Use a quality lubricant such as petroleum jelly to hold it in place during assembly.

5. Place the new RED O-ring (21) on the center support (20) 6. Place the new BLUE O-ring (27) on the servo cover (28).

Assemble the 2-4 servo components in the order shown.

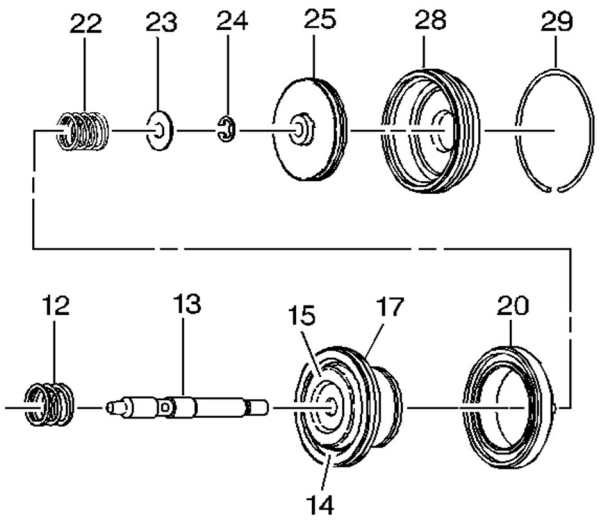
1. Reposition the servo apply pin (13) through the 2nd apply piston (17).
2. Reinstall return spring (22), spring retainer (23) and replace the 'E' clip (24) on the servo apply pin.

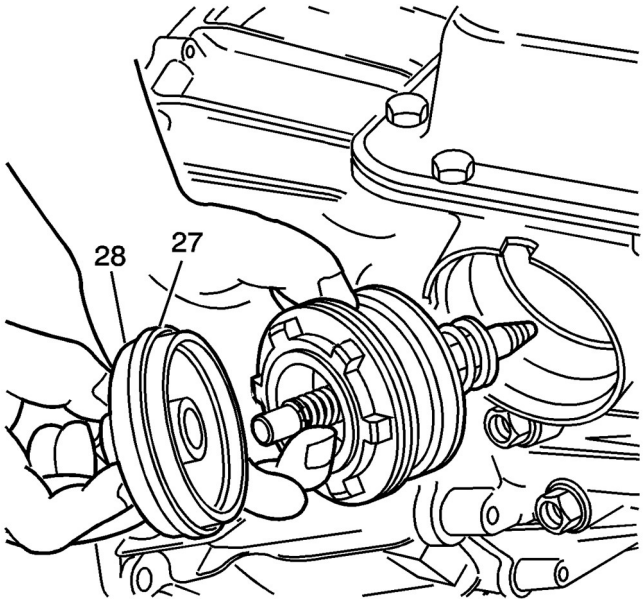
NOTE: If you have the extreme version of this servo kit;

- You MUST use the new 4th return spring supplied with the kit
- You will NOT have seal #19 and the top portion of #17 will be completely flat.

IMPORTANT: The fourth gear apply piston (25) is not symmetrical, it installs into the servo cover (28) with the large nub facing the cover (the flatter side towards the 'E' clip). Reversing this piston will cause the band to drag and transmission failure.

3. If the 4th apply piston (25) falls out of the servo cover (28), during these operations, use petroleum jelly to hold it in place.
4. Take care to lubricate the servo bore.
5. If your servo has the non-scarf cut seal on the 2nd apply piston, use care when installing this part into the transmission. You're using the transmission bore to properly size the seal to the bore, do not use excessive force to install the piston, as most likely seal damage will result. Install the 2nd apply piston (17) on the servo pin (13) and gently guide this into the servo bore. Several attempts at installing this piston may be required, fully remove the piston assy and check the seal each time. If your 2nd apply piston has the scarf cut seal, skip to step 7.





6. Install the 2-4 servo assembly into the 2-4 servo bore.
7. Compress the servo cover.
8. Install the servo cover retaining ring, making sure the snap ring is fully and completely seated in the transmission case snap ring groove.