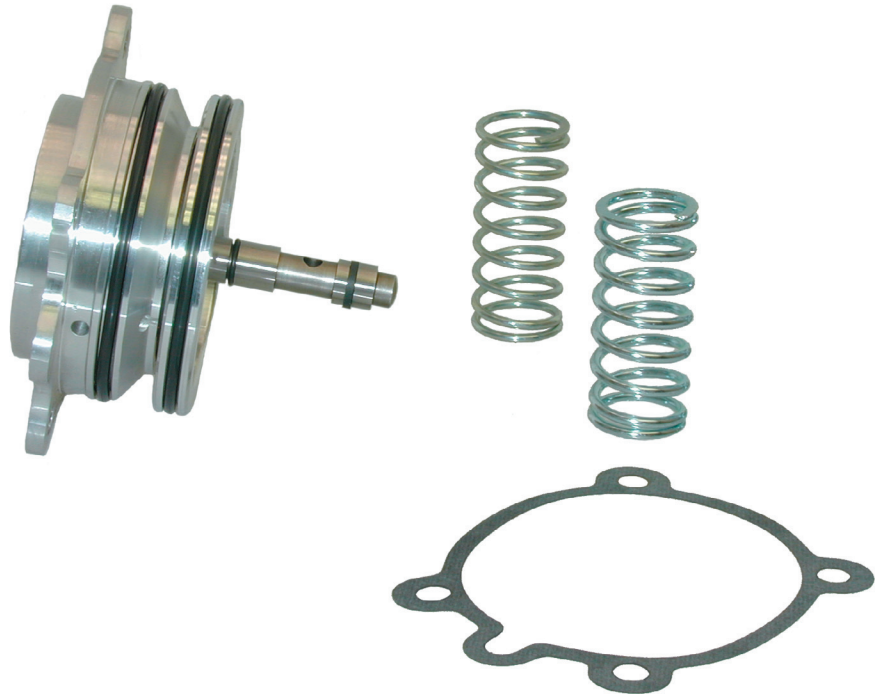


**H I G H P E R F O R M A N C E T R A N S M I S S I O N P A R T S**
**FEATURES & BENEFITS:**

- **Over 9 square inches of apply surface results in more band apply force**
- **"No-leak" servo pin design allows the servo piston to be used in worn bores**
- **Two selective return springs allow for tuning of shift quality**


**Part No.**
**K36528R**

1 Servo Cover
1 Servo Assembly
1 Servo Pin O-Ring
1 Servo Pin Teflon® Seal Ring
1 Medium O-Ring
2 Large O-Rings
1 Gasket
2 Selective Return Springs

*Also available:*
**Part No.**
**K36528R-SK**

Replacement Seal Kit
1 Servo Pin O-Ring
1 Servo Pin Teflon® Seal Ring
1 Medium O-Ring
2 Large O-Rings
1 Gasket

**PART SUMMARY**

Since its introduction in 1969 with the 428 SCJ, the R-code servo has remained the trick piece for C6 builders needing additional band apply force. Ford last offered an OEM replacement in 1992. Sonnax is reintroducing this servo kit with our unique "no-leak" servo pin. This pin uses one o-ring and one Teflon® seal ring to eliminate back pressure and leakage due to worn case bores.

The kit includes: piston and pin, cover, gasket, high temperature o-rings, pin seal ring and two selective return springs. For a refresh kit including the four o-rings, pin seal ring and gasket, ask for **K36528R-SK**.

**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.