



Part # 700222/ 750212
GM 700 R-4 & 4L60-E
Billet Powr-Servo
Installation Instructions

The JET Powr-Servo can be installed with the transmission still in the vehicle provided that there is enough clearance to remove the servo assembly from the passenger side of the transmission. You may have to remove the aluminum heat shield from the transmission to gain access the servo assembly. Do not attempt to install this product without using transmission assembly lube to install the seals on the servo!

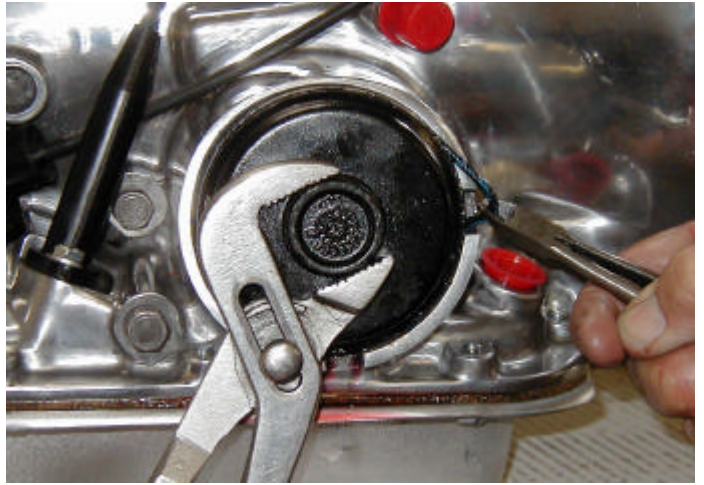
1. The servo is secured in the bore by a snap ring. Use a flat blade screwdriver to remove the snap ring from the servo bore.
2. Use pliers to work the servo outward until the rubber o-ring is visible. Use a scribe or small screwdriver to pull the o-ring out of the bore far enough that it can be cut and removed. After removing the o-ring, remove the servo cover from the bore.
3. Remove the first piston (4th gear apply) from the bore and set aside.
4. The servo assembly can now be removed by using a screwdriver to gently pry it from the bore. Use the edge of the bore for leverage-see photo.
5. After removal, disassemble the servo completely to the pin. Save all parts!
6. Press the provided retaining clip onto the servo pin as shown in photo.
7. Install one of the two provided smaller diameter washers as shown in photo.
8. Install the piston provided in kit as shown with bevel side away from washer.
9. Install the other smaller diameter washer on the beveled side of piston.
10. Install the other piston provided in kit with the slotted side facing away from the first piston, then install the small stock washer as shown. The small stock spring that was in this position on the stock servo is not used with this setup.
11. Press the stock E clip in the slot on the pin on the other side of the washer.
12. Use transmission assembly lube to install Teflon ring on beveled servo as shown. Install green o-ring on slotted piston also using assembly lube.
13. Install large washer supplied in kit on pin next to beveled piston. Then install the red spring from the kit on the end as shown in photo.
14. Make sure the o-ring and Teflon seal are well lubricated and seated properly, then carefully install the servo assembly back into the transmission bore.

15. Install the smaller Teflon ring onto the stock 4th gear piston using assembly lube, then install the piston into the servo cover as shown.
16. Install the blue o ring on the servo cover, then carefully push the servo cover back into the bore and secure the assembly with the stock snap ring.
17. Proper band clearance is 1/16" to 1/8". You should be able to push the servo cover in slightly by applying firm pressure. If it does not push in at all the band will be too tight and will drag. This can be corrected by grinding the end of the servo pin until the proper band clearance is obtained.
18. Check the transmission fluid level before test driving the vehicle.

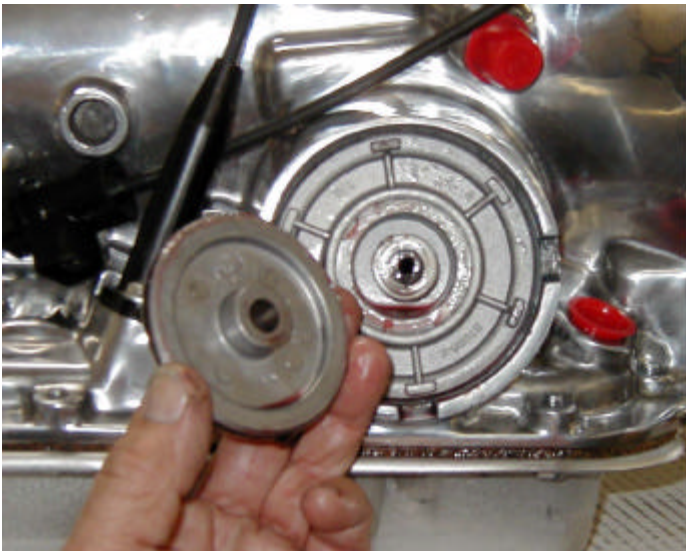
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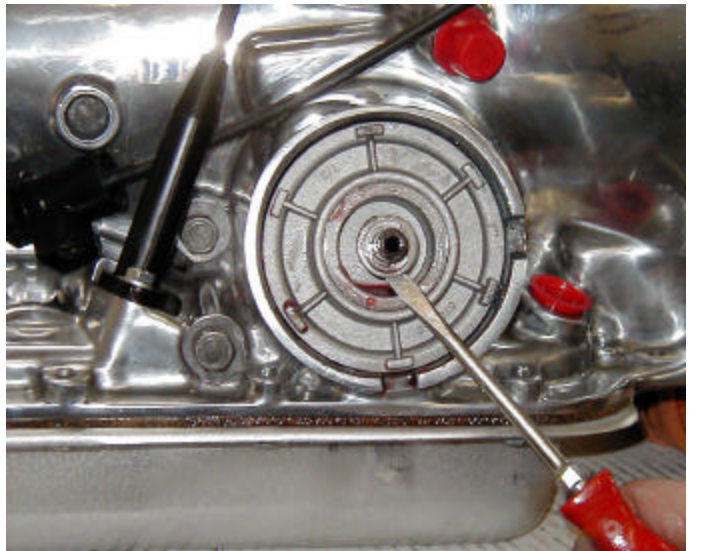
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#4



#5&6



#7



#8



#9



#10&11



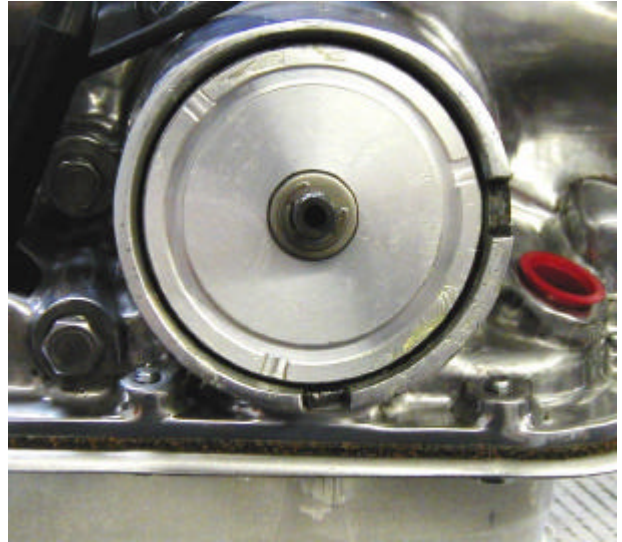
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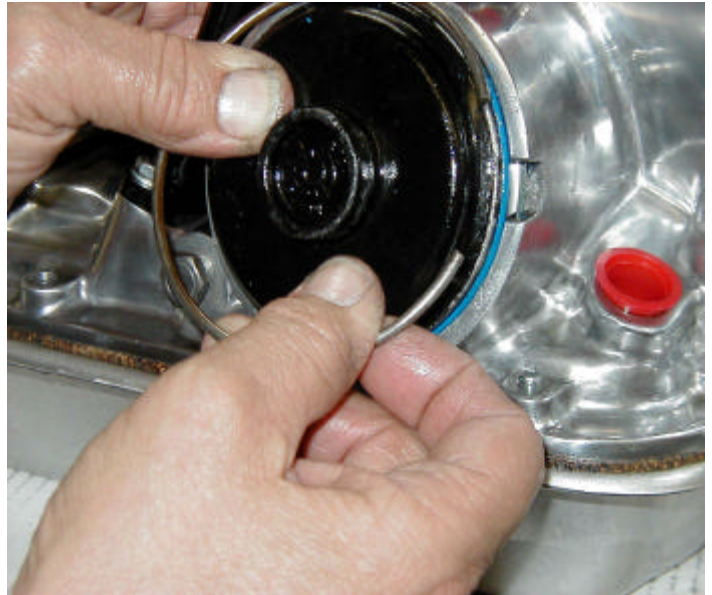
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