

Engineering Improvements New "Must Use" Products to keep your

Equals "SUPERIOR" Products "Re-Build" BUILT for the Long Haul!

AODE/4R70/4R75

The new "Shorty Style" late type Billet Aluminum 2-3 accumulator piston with 4 ring/seal design. Stop worrying about delaminating of "O.E." type bonded pistons and also seals a slightly worn 2-3 case bore allowing you to "save a case". Just pop in and GO!...Perfect for all levels of rebuild (HP, Fleet/HD) Fits all FORD 4R70 and 4R75 units and retro's to AOD-E/AOD.

727/518/618/46/47RE/48RE



Dodge Magnum 2nd gear Super Servo kit. Includes the New PowerStrut™ and PowerWedge™ components making this the strongest Servo Kit available. Especially for use with hi-ratio levers (4.7 thru 5.2). Considered a "Must-Use" in any Puller/Hauler/Performance Diesel Application. Fits all 1962-up 727/518/618/46-47RH-RE & 48RE units. 16% more hold power vs. a stock set up.

AODE/4R70/4R75

Includes HD case retaining ring, E-clip and the "Jimmy" install tool. This servo and pin combo allows for 1 person bench or in-car install. Proprietary servo piston and Adjust-a-pin™ design controls excessive pin/bore wear due to side loading and includes precise adjustment feature to take up the slop in the O.D. band. Addresses 3-4 & 4-3 slips and flairs.

4L65E/4L70E



- Replaces worn out O.E. aluminum valves
- Made of hardened steel to resist wear
- Proper tolerance assured at bore mating surfaces

Drop in/direct fit replacement (quick and easy install). Covers years FEB.2005-up to current production.

ALL GM RWD



New "Dual Lip" GM Manual Arm Lever Seal repositions the Dual Lip part of the seal to a new, un-worn position on the manual arm shaft. Install one TODAY so you don't do re-work from a pesky manual seal leak a month later. A Come-Back time saver! 5 Fixes per kit.

700-R4/4L60E/65E/70E

This new Directional Switch Valve for 3rd accumulator apply/release circuit delivers a clean, positive 3rd gear apply and more importantly, a quick 3rd gear release. This also elevates any tie-up, bind or drag on 3-4 downshifts. Whether for a stock type unit, heavy-duty build or performance mod the K0136 is complete and ready to go.

6R60-6R80



With our new ZF6HP19, 24, 26, 30, 32 and Ford 6R60 thru 6R75/80 End Plug Kits and Pressure Regulator Support Sleeve, you won't cut the seals on the sharp bore clip retainer slots. This Kit seals and prevents fluid loss of the often loose and worn sides of the stock end plugs and the worn O.E. P.R. Valve Sleeve. Addresses various clutch apply codes.

4T40E/4T45E



Stop and go driving also spends most time in 1st or 4th, and passes through 2nd and 3rd very quickly when accelerating from a stop. The most common failure with this trans is the 1-2 solenoid. It is ON typically 90-95% of the time, with no cooling provided All it takes is one long hot trip to experience a meltdown. That defect is corrected with this kit.

5R110W



- Super-sized Direct Drum Bushing (patent pending) state-of-the-art design
- Metering orifice prevents unrestrained lube dump to balance piston & provides back-pressure which, when combined with optimized axial lube channels, creates a lube pump to deliver ATF to stator sleeve so bushing can hydroplane on the sleeve
- A new hi-tech CT-101 Dry Film Lubricant coating provides reduced frictional coefficient and increased lubricity for improved break-in, extended life, and durability
- The tight installed fit and close bushing to sleeve clearance virtually eliminates drum rock and prevents bushing spin-out
- Oversized bronze filled carbon graphite lap-joint direct drum sealing rings .015" wider and more flexible than OE PEEK rings, conforms to groove irregularities
- End play shim for reduced clearance provides axial support to reduce "rocking" that causes forward drum bushing elongation and front to rear movement that unseats direct drum sealing rings
- Solid Teflon® forward clutch sealing rings
- As a bonus you also get the Superior Low reverse SuperTuff® & forward clutch H.D. snap rings, the end play shim for the center support and the lube feed cup plug to confidently clear the lube hole in the center support that is often debris fouled and plugged



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THE SIMPLE SOLUTION



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Phone: 1-800-451-3115 x207 sales

International: 850-574-2369 x207 sales