CHRYSLER A500/42RE SERIES

NO REVERSE OR BINDS UP ON THE 3-4 SHIFT

COMPLAINT: After rebuild, a no reverse condition exists or a bind up on the 3-4 shift occurs.

CAUSE: One cause may be, the incorrect assembly of the Overdrive Direct Clutch pack. There are two different thickness of the steel plates and two different thickness of the pressure plates used in this pack. Not being aware of the differences will allow you to mis-assemble this clutch pack.

CORRECTION: ***Step No. 1*** - Identify which design level pressure plate that you are using by measuring the thickness of the "Lug Area". The 1st design level pressure plate will measure approximately .215" in thickness and the 2nd design level pressure plate will measure approximately .085" in thickness, as shown in Figure 1.

Step No. 2 - Identify which design level steel plates that you are using by measuring the thickness. The 1st design level steel plates will measure approximately .070" in thickness and the 2nd design level steel plates will measure approximately .055" in thickness, as shown in Figure 1.

Step No. 3 - If all First Design steels and pressure plate are being used, refer to the chart in Figure 2 to identify the OD Direct clutch housing that you have, as well as the number of steel plates and lined plates for that housing.

If all Second Design steels and pressure plate are being used, refer to the chart in Figure 3 to identify the OD Direct clutch housing that you have, as well as the number of steel plates and lined plates for that housing.

SPECIAL NOTE: "Always" use special tools and procedure to measure and determine the correct thickness Overdrive Piston Shim that your set-up requires. An incorrect shim selection may also cause the complaint listed above.

SERVICE INFORMATION:

First Design Level Pressure Plate (.215" Thick)	4461031
First Design Level Steel Plate (.070" Thick)	4461054
Second Design Level Pressure Plate (.085" Thick)	4461183
Second Design Level Steel Plate (.055" Thick)	4864053

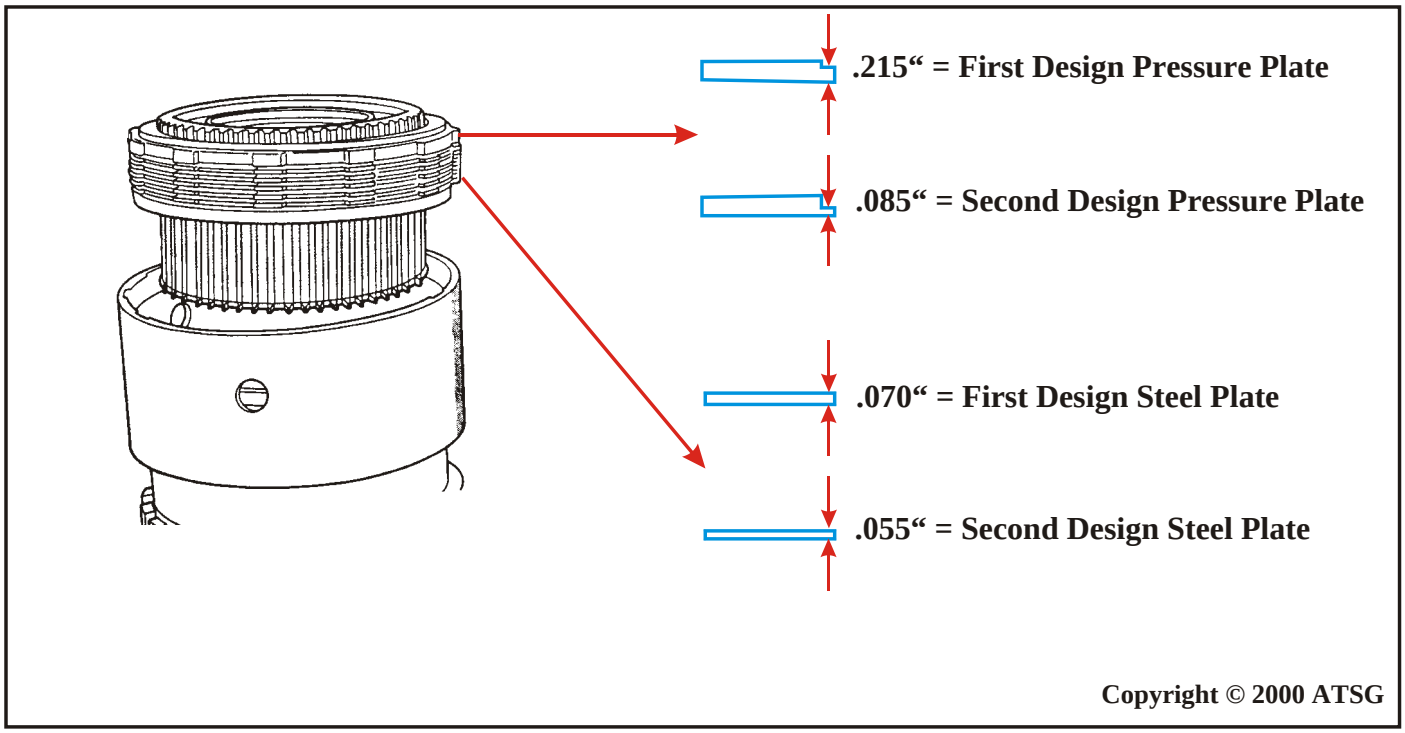
.215“ = First Design Pressure Plate
.085“ = Second Design Pressure Plate
.070“ = First Design Steel Plate
.055“ = Second Design Steel Plate
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Figure 1

CHRYSLER A500/42RE SERIES TRANSMISSIONS

NO REVERSE OR BINDS UP ON THE 3-4 SHIFT

There are currently four different Overdrive/Direct clutch housings dependent on the engine size and the transmission model you are working on. If it becomes necessary to replace the drum, measure the distance between the top of snap ring groove and the top of the housing, as shown below, and use the chart below to determine the amount of friction plates and steel plates for the model you are working on. Choosing the wrong amount may create a tie-up on the 3-4 shift, or a no reverse condition. ***The number of lined and steel plates are based upon FIRST DESIGN PARTS.***

TRANSMISSION	LINED	STEEL	MEASUREMENT
A500 (40RH) 3.9L	5	4	.485"
A500 (42RH) 5.2L	6	5	.350"
A518 (46RH)	8	7	.100"
A618 (47RH)	9	8	.090"

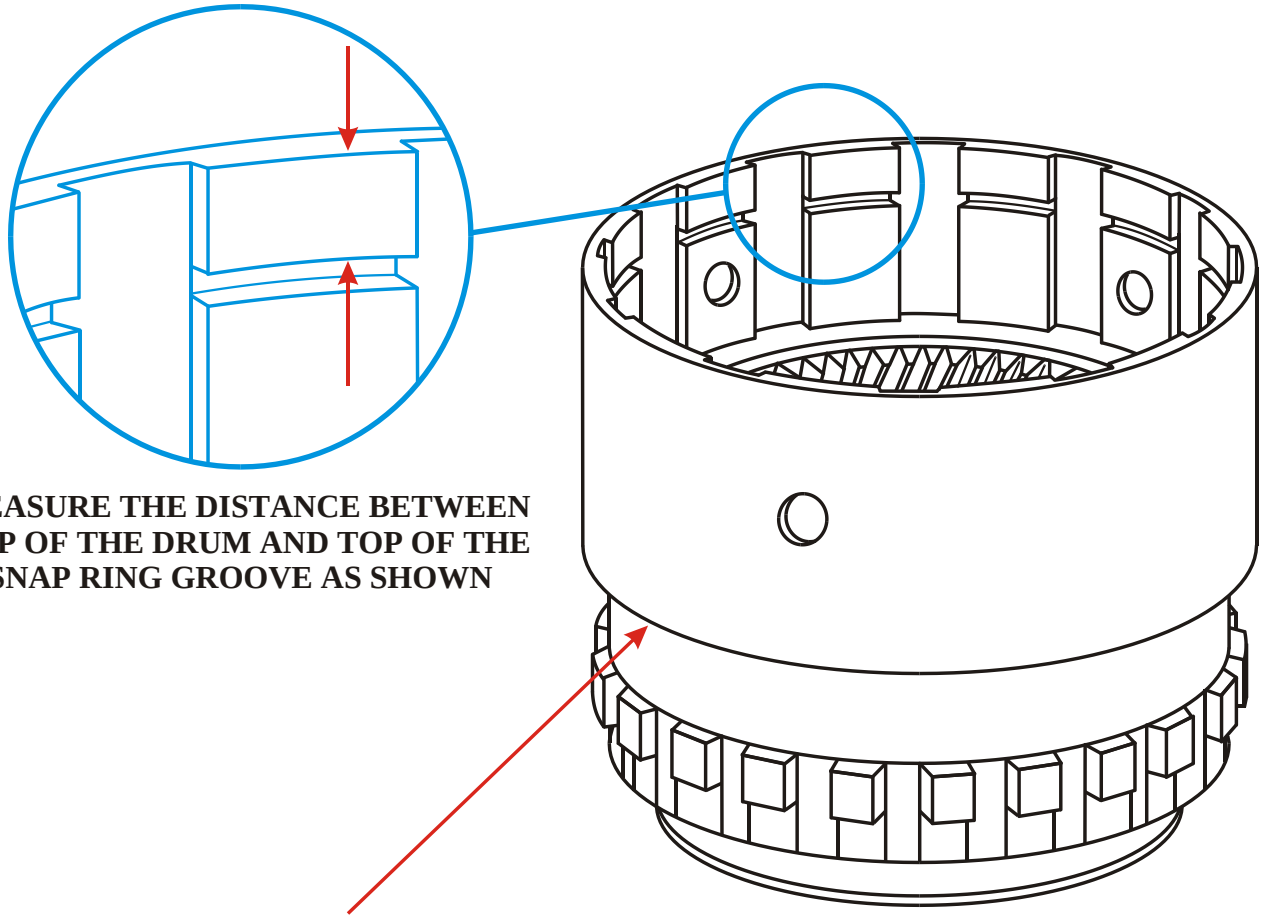

Figure 2

CHRYSLER A500/42RE SERIES TRANSMISSIONS

NO REVERSE OR BINDS UP ON THE 3-4 SHIFT

There are currently four different Overdrive/Direct clutch housings dependent on the engine size and the transmission model you are working on. If it becomes necessary to replace the drum, measure the distance between the top of snap ring groove and the top of the housing, as shown below, and use the chart below to determine the amount of friction plates and steel plates for the model you are working on. Choosing the wrong amount may create a tie-up on the 3-4 shift, or a no reverse condition. ***The number of lined and steel plates are based upon SECOND DESIGN PARTS.***

TRANSMISSION	LINED	STEEL	MEASUREMENT
A500 (40RH) 3.9L	6	5	.485"
A500 (42RH) 5.2L	8	7	.350"
A518 (46RH)	10	9	.100"
A618 (47RH)	11	10	.090"

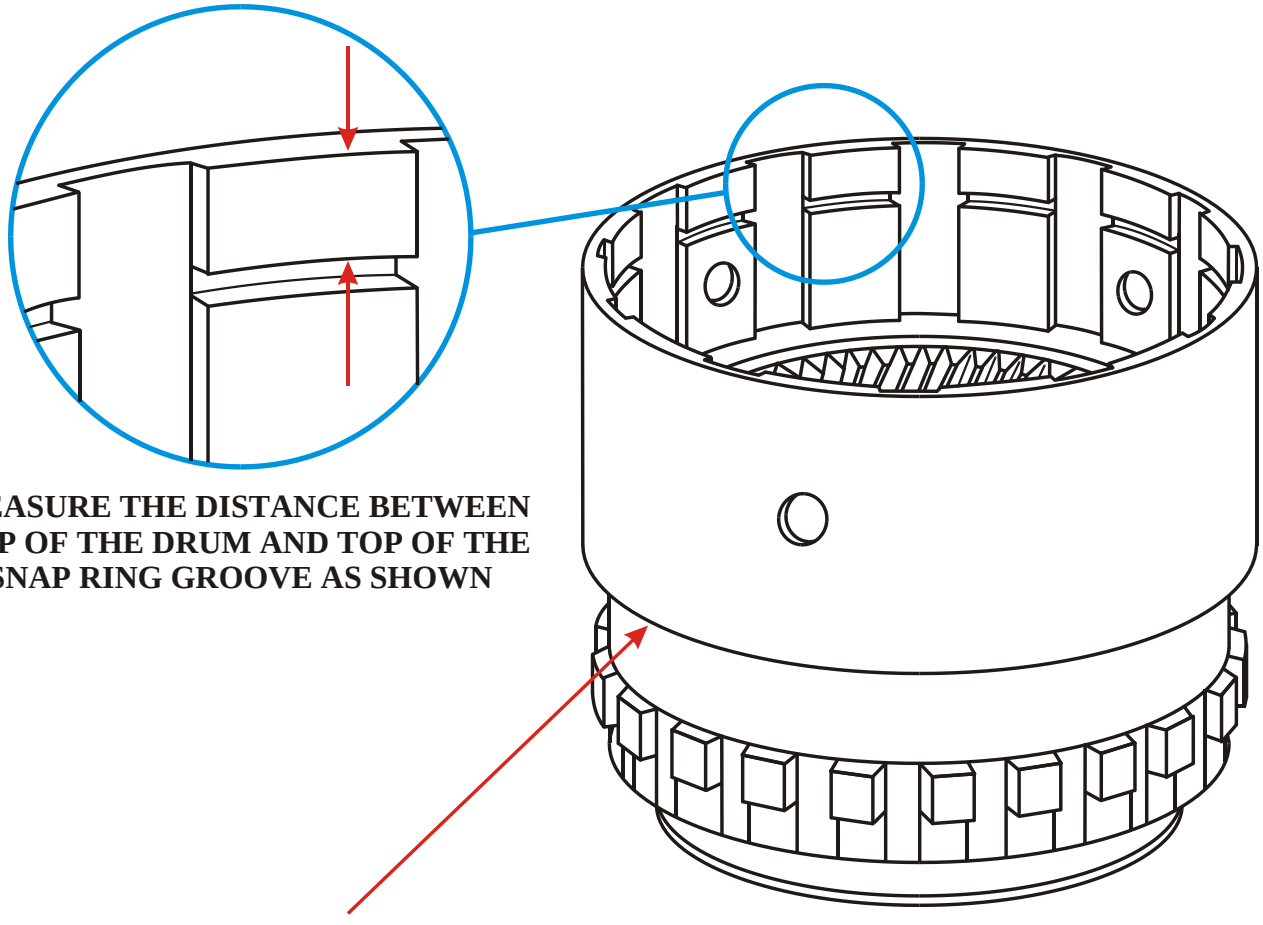

Figure 3