



Technical Service Information

CHRYSLER A518 SERIES NO OR LATE THIRD GEAR

COMPLAINT: 1989 and later A518's, 46 and 47R units may exhibit a late or no shift into third under various temperature conditions. This complaint may also be accompanied with a delayed engagement into reverse when hot.

CAUSE: Some direct clutch drums had the inner seal groove cut too deep. This allows for the inner seal to be swallowed up into the groove causing poor retention of fluid (See Figure 1). Another possibility is the outer lip seal being worn due to a poor finish of the drum, in the contact area

CORRECTION: Replace the inner lip seal with a larger radial base. Aftermarket sources such as TransTec/Freudenberg-NOK and Precision International produce a wider base seal to accommodate the deeper depth of the groove. Also Shift Technology Products packages an inner lip seal in their K500-618 kit. Replace the outer seal after polishing the drum, in the contact area of the outer lip seal.

There have also been reports of the same complaint with the inner lip seals on A500 and 42RE style units. In these cases, a lip seal from a 200-4R servo has worked very well in this location.

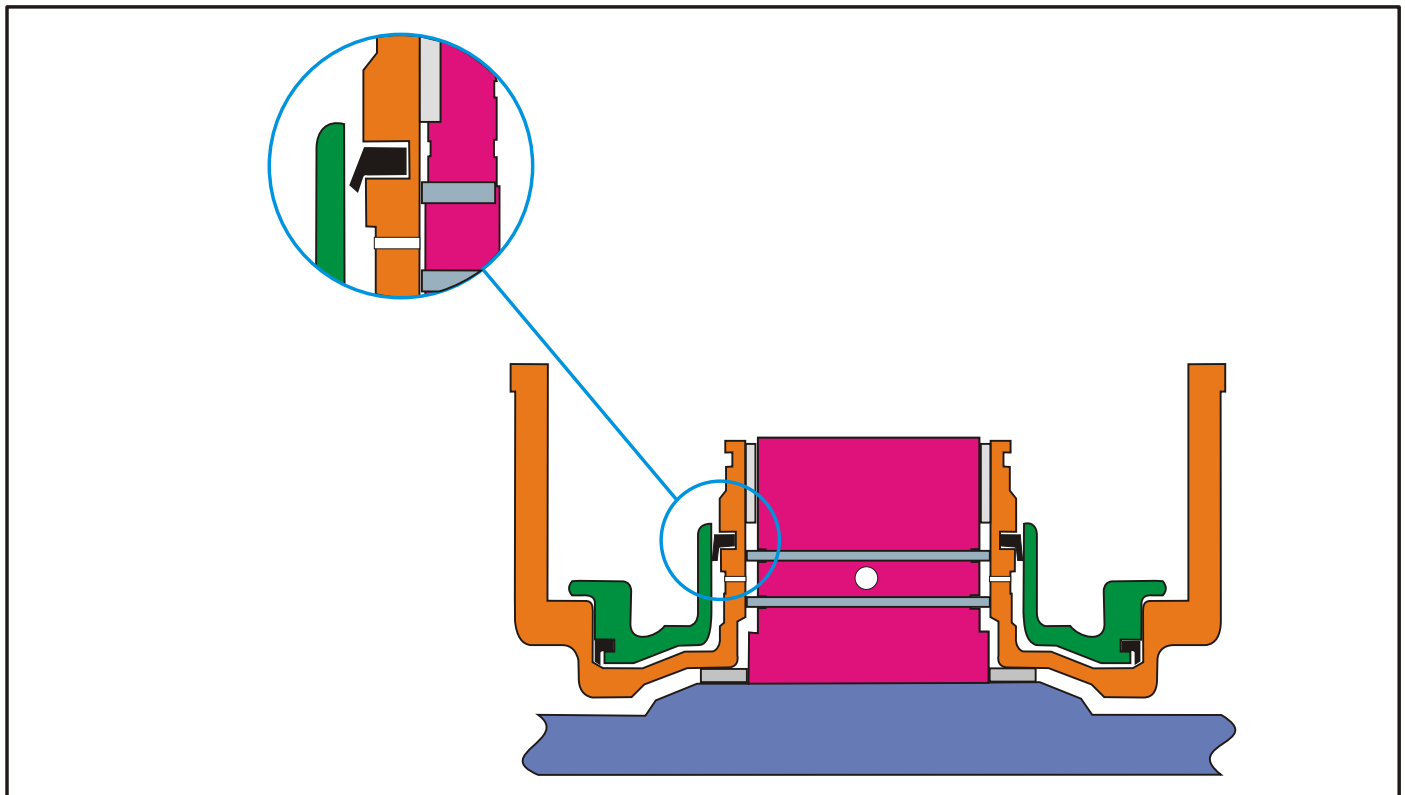


Figure 1