CHRYSLER A500, A518, A618 SERIES

OVERDRIVE CLUTCH AND OD/DIRECT CLUTCH IDENTIFICATION AND USAGE BY MODEL

Overdrive Clutch Identification And Proper Assembly

Refer to Figure 1 for the proper assembly procedure and identification of the Overdrive Clutch components for all models. Notice that the first design clutch stack is not recommended, and there are two snap rings that go in first, one being flat and one being waved.

OD/Direct Clutch Identification And Proper Assembly

It is very easy to incorrectly assemble the Overdrive Direct Clutch pack. There are two different thickness of the steel plates and two different thickness of the pressure plates used in the OD/Direct clutch pack. Not being aware of the differences will allow you to mis-assemble this clutch pack. Follow the steps below and refer to Figures 2, 3, and 4, to correctly identify which design level you are working with, and properly assemble this critical drum. If a mis-assembly occurs here it will create no reverse or bind-up on 3-4 shift.

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 2.

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 2.

Step No. 3 - If all First 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.

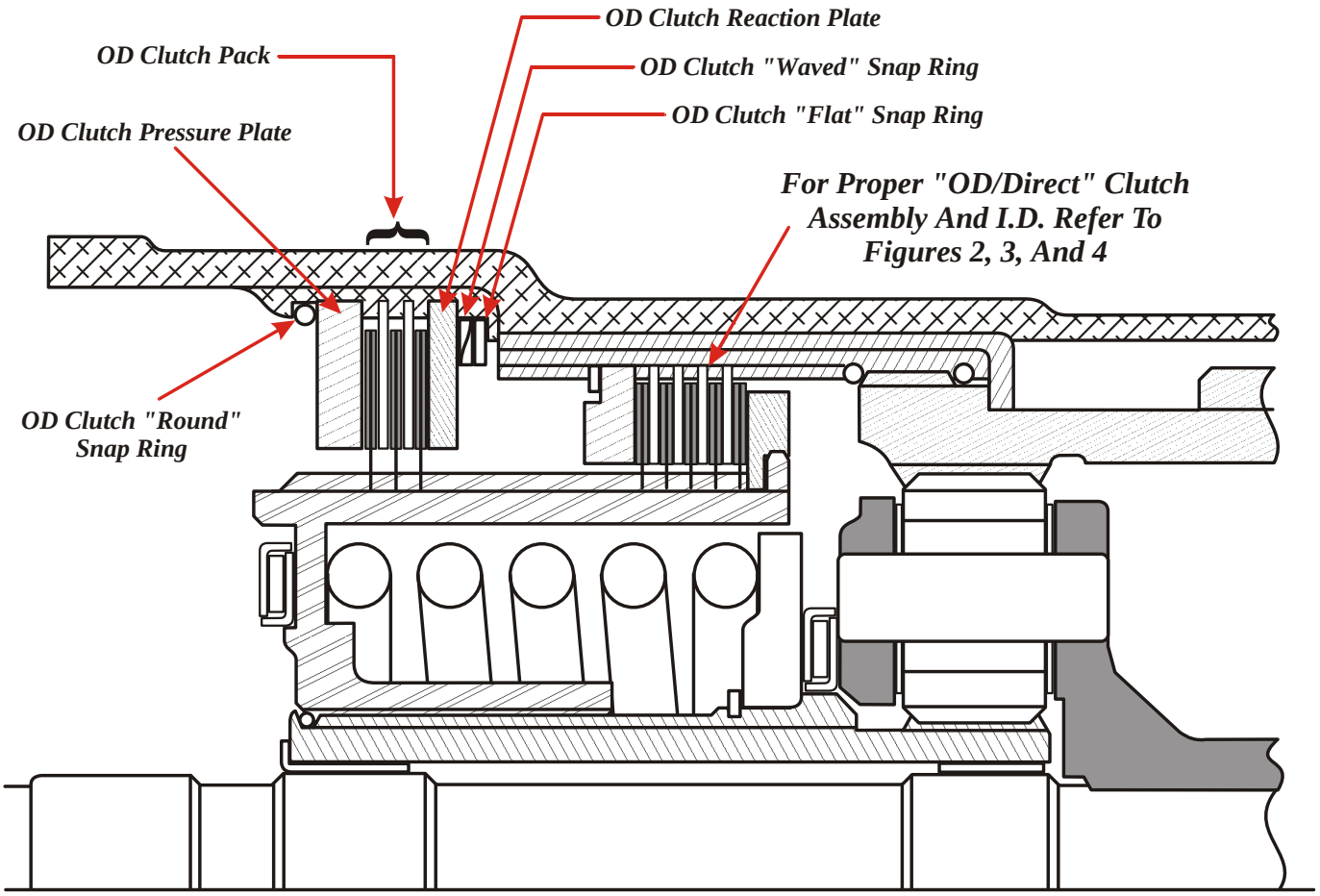
If all Second Design steels and pressure plate are being used, refer to the chart in Figure 4 to identify the OD Direct clutch housing that you have, as well as the number of steel plates and lined plates for that housing.

SPECIAL NOTE: "Always" use the special tools and procedures to measure and determine the correct thickness Overdrive Piston Shim that your set-up requires. An incorrect shim selection may also cause, no reverse or tie-up on 3-4 shift.

SERVICE INFORMATION:

OD/Direct Pressure Plate (1st Design .215" Thick)	4461031
OD/Direct Steel Plate (1st Design .070" Thick)	4461054
OD/Direct Pressure Plate (2nd Design .085" Thick)	4461183
OD/Direct Steel Plate (2nd Design .055" Thick)	4864053

PROPER OVERDRIVE CLUTCH ASSEMBLY AND USAGE



OVERDRIVE CLUTCH USAGE CHART

Illustration Number	MODEL	REACTION PLATE	STEEL PLATES	FRICTION PLATES	PRESSURE PLATE
1	A500, Early Version	Thick-.376"	1	2	Thick-.376"
2	A500, Later Version	Thin-.215"	2	3	Thick-.376"
3	A518, Except Diesel Engine	Thin-.215"	3	4	Thin-.215"
4	A518, With Diesel Engine	Thin-.215"	5	5	None **
4	A618, All Models	Thin-.215"	5	5	None **

** Normal Steel Plate Serves As Pressure Plate

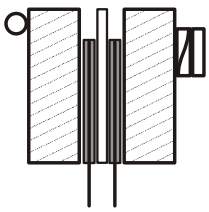
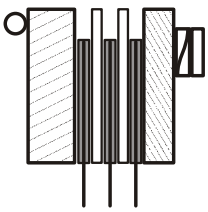
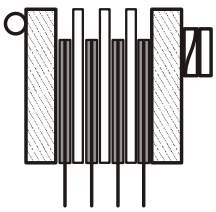
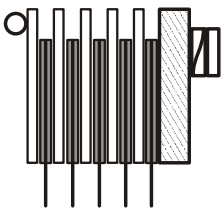
Illustration No. 1	Illustration No. 2	Illustration No. 3	Illustration No. 4
			
"Not Recommended"			

Figure 1

CHRYSLER A500 AND A518 SERIES TRANSMISSIONS
OD/DIRECT CLUTCH I.D. AND USAGE

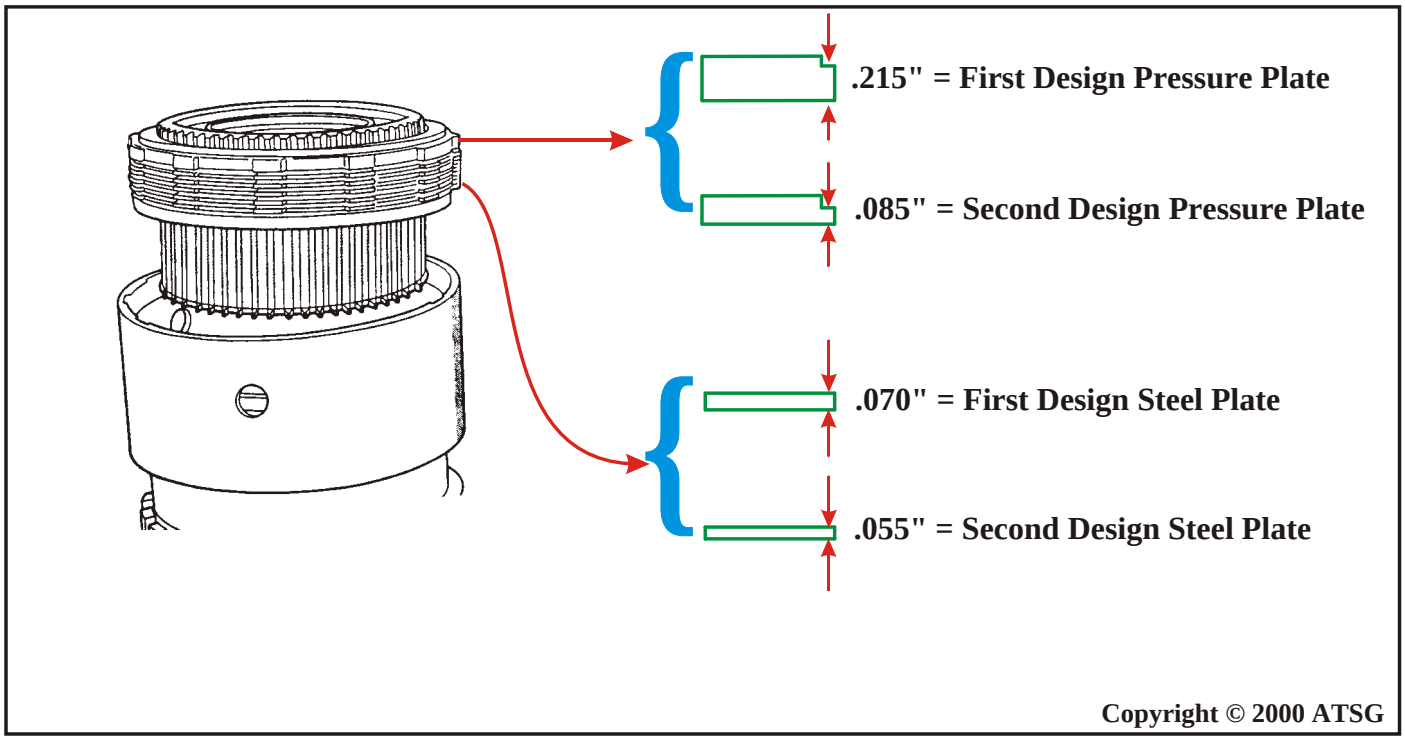
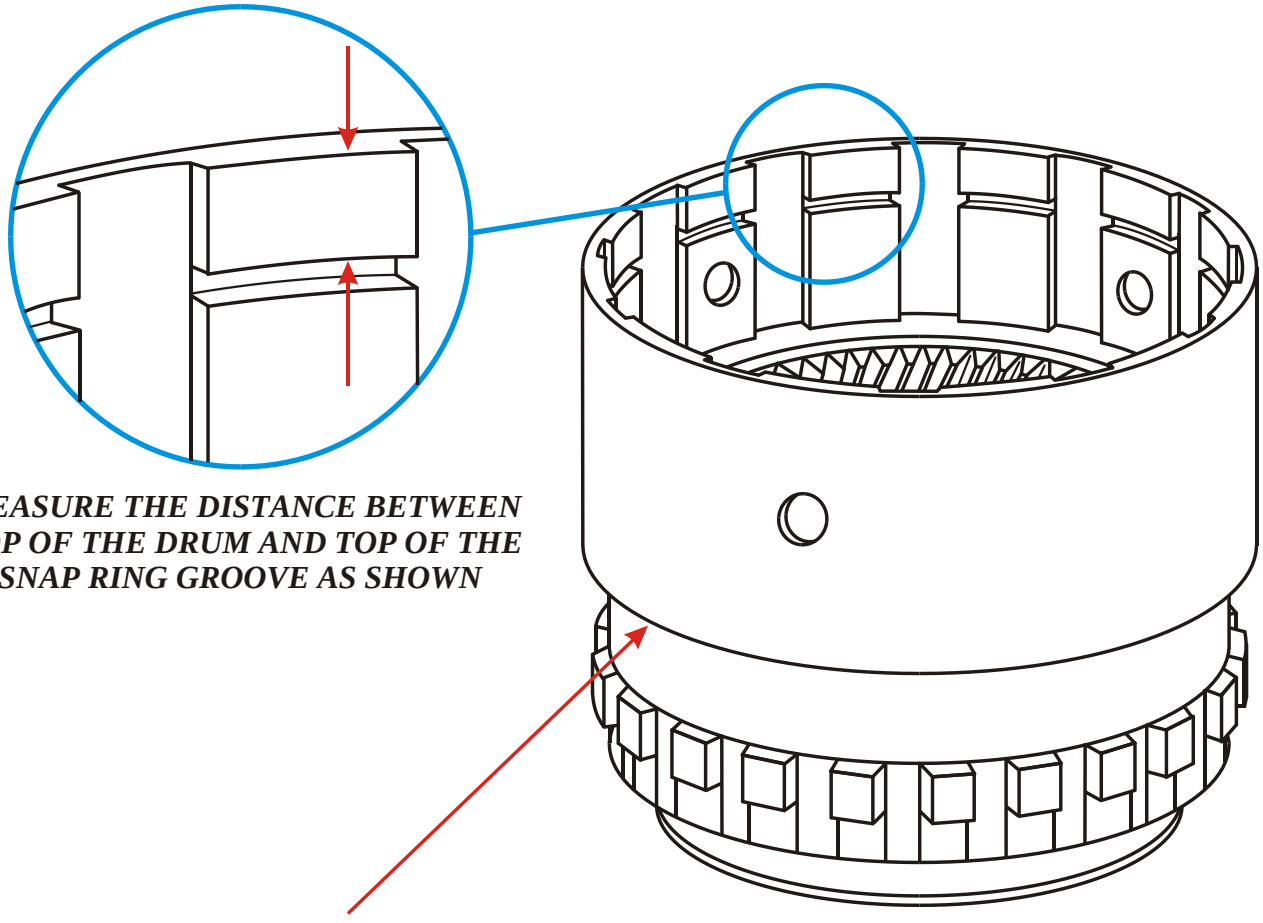


Figure 2

CHRYSLER A500 AND A518 SERIES TRANSMISSIONS
OD/DIRECT CLUTCH I.D. AND USAGE

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 in this chart, 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/A618	8	7	.100"



MEASURE THE DISTANCE BETWEEN TOP OF THE DRUM AND TOP OF THE SNAP RING GROOVE AS SHOWN

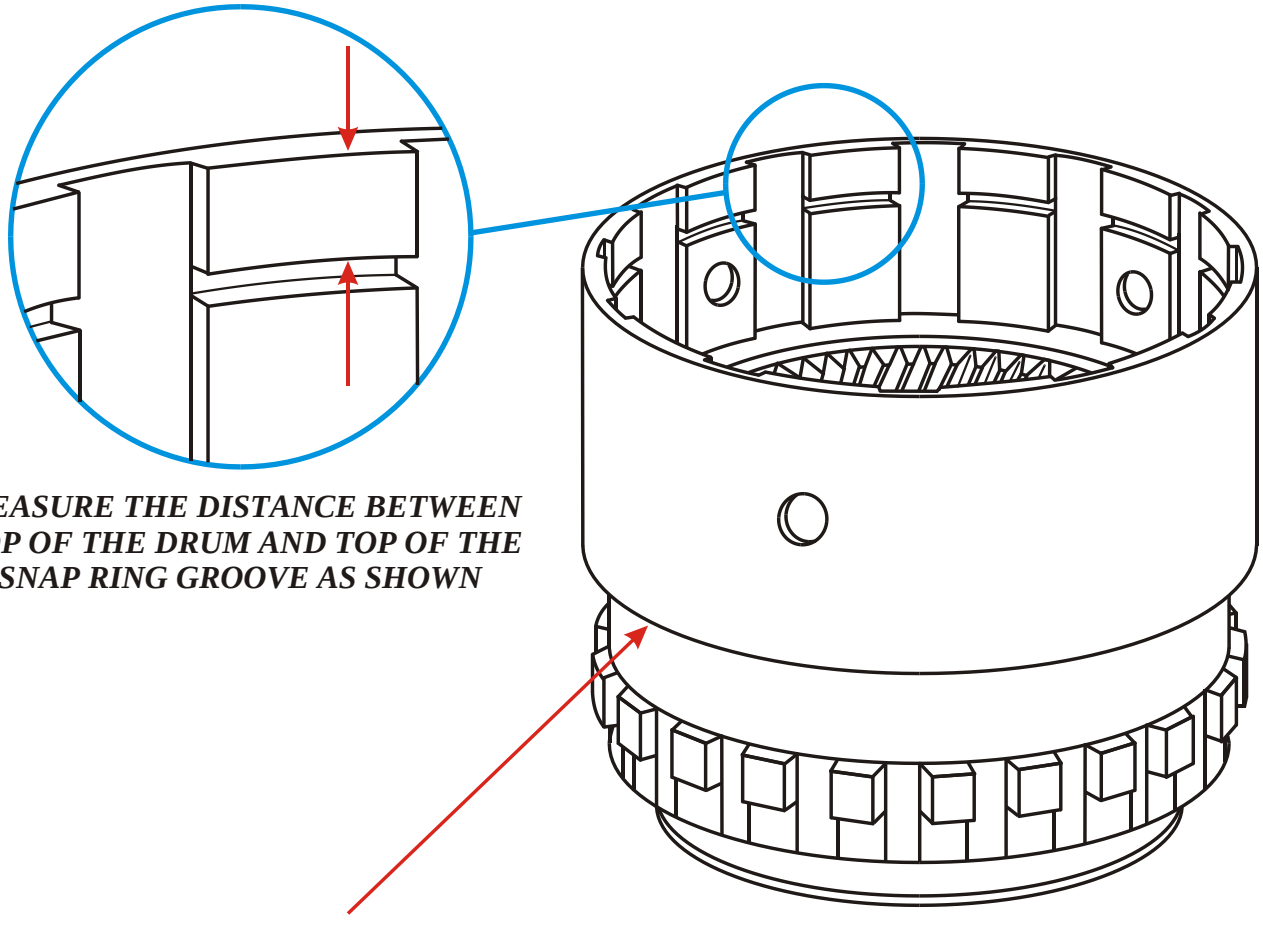
OVERDRIVE/DIRECT CLUTCH HOUSING

Figure 3

CHRYSLER A500 AND A518 SERIES TRANSMISSIONS
OD/DIRECT CLUTCH I.D. AND USAGE

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 in this chart, 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/A618	10	9	.100"



MEASURE THE DISTANCE BETWEEN TOP OF THE DRUM AND TOP OF THE SNAP RING GROOVE AS SHOWN

OVERDRIVE/DIRECT CLUTCH HOUSING

Figure 4