

## FLUID AND FILTER (Continued)

### STANDARD PROCEDURE - FLUID AND FILTER REPLACEMENT

For proper service intervals (Refer to LUBRICATION & MAINTENANCE/MAINTENANCE SCHEDULES - DESCRIPTION). The service fluid fill after a filter change is approximately 3.8 liters (4.0 quarts).

#### REMOVAL

- (1) Hoist and support vehicle on safety stands.
- (2) Place a large diameter shallow drain pan beneath the transmission pan.
- (3) Remove bolts holding front and sides of pan to transmission (Fig. 91).
- (4) Loosen bolts holding rear of pan to transmission.
- (5) Slowly separate front of pan and gasket away from transmission allowing the fluid to drain into drain pan.
- (6) Hold up pan and remove remaining bolt holding pan to transmission.
- (7) While holding pan level, lower pan and gasket away from transmission.
- (8) Pour remaining fluid in pan into drain pan.
- (9) Remove screws holding filter to valve body (Fig. 92).
- (10) Separate filter from valve body and pour fluid in filter into drain pan.
- (11) Dispose of used trans fluid and filter properly.

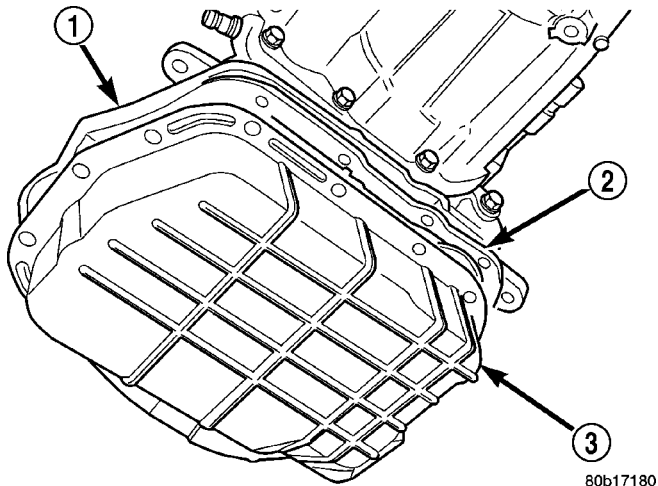
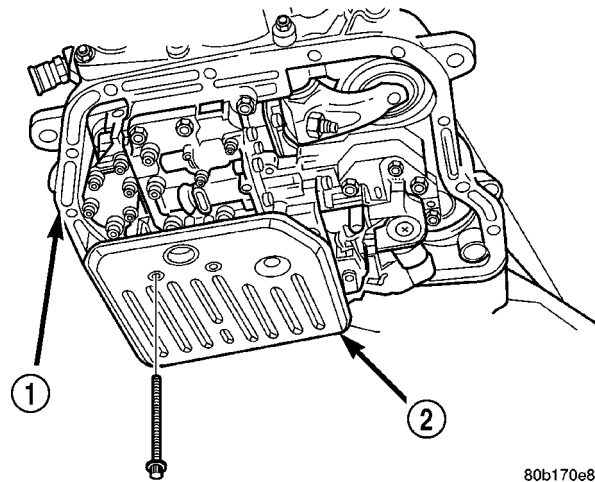


Fig. 91 Transmission Pan

- 1 - TRANSMISSION  
2 - GASKET  
3 - PAN

#### INSTALLATION

- (1) Position a new transmission oil filter onto the valve body.
- (2) Install the screws to hold the filter to the valve body. Tighten the screws to 4 N·m (35 in.lbs.).
- (3) Clean the gasket surfaces of the transmission oil pan and transmission pan rail.



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Fig. 92 Transmission Filter

- 1 - TRANSMISSION  
2 - FILTER

**NOTE:** The transmission pan oil gasket is reusable. Inspect the sealing surfaces of the gasket. If the sealing ribs on both surfaces appear to be in good condition, clean the gasket of any foreign material and reinstall.

- (4) Position the oil pan gasket onto the oil pan.
- (5) Position the oil pan and gasket onto the transmission and install several bolts to hold the pan and gasket to the transmission.
- (6) Install the remainder of the oil pan bolts. Tighten the bolts to 13.6 N·m (125 in.lbs.).
- (7) Lower vehicle and fill transmission. (Refer to 21 - TRANSMISSION/AUTOMATIC/FLUID - STANDARD PROCEDURE)

### STANDARD PROCEDURE - TRANSMISSION FILL

To avoid overfilling transmission after a fluid change or overhaul, perform the following procedure:

- (1) Remove dipstick and insert clean funnel in transmission fill tube.

- (2) Add following initial quantity of Mopar® ATF +4, Automatic Transmission Fluid, to transmission:

- (a) If only fluid and filter were changed, add **3 pints (1-1/2 quarts)** of ATF +4 to transmission.

- (b) If transmission was completely overhauled, or torque converter was replaced or drained, add **12 pints (6 quarts)** of ATF +4 to transmission.

- (3) Apply parking brakes.
- (4) Start and run engine at normal curb idle speed.
- (5) Apply service brakes, shift transmission through all gear ranges then back to NEUTRAL, set parking brake, and leave engine running at curb idle speed.
- (6) Remove funnel, insert dipstick and check fluid level. If level is low, **add fluid to bring level to MIN mark on dipstick.** Check to see if the oil level

## FLUID AND FILTER (Continued)

is equal on both sides of the dipstick. If one side is noticeably higher than the other, the dipstick has picked up some oil from the dipstick tube. Allow the oil to drain down the dipstick tube and re-check.

(7) Drive vehicle until transmission fluid is at normal operating temperature.

(8) With the engine running at curb idle speed, the gear selector in NEUTRAL, and the parking brake applied, check the transmission fluid level.

**CAUTION: Do not overfill transmission, fluid foaming and shifting problems can result.**

(9) Add fluid to bring level up to MAX arrow mark.

When fluid level is correct, shut engine off, release park brake, remove funnel, and install dipstick in fill tube.

## FRONT CLUTCH

### DESCRIPTION

The front clutch assembly (Fig. 93) is composed of the front clutch retainer, pressure plate, clutch plates, driving discs, piston, piston return spring, return spring retainer, and snap-rings. The front clutch is the forward-most component in the transmission geartrain and is directly behind the oil pump and is considered a driving component.

### OPERATION

To apply the clutch, pressure is applied between the clutch retainer and piston. The fluid pressure is provided by the oil pump, transferred through the control valves and passageways, and enters the clutch through the hub of the reaction shaft support. With pressure applied between the clutch retainer and piston, the piston moves away from the clutch retainer and compresses the clutch pack. This action applies the clutch pack, allowing torque to flow through the input shaft into the driving discs, and into the clutch plates and pressure plate that are lugged to the clutch retainer. The waved snap-ring is used to cushion the application of the clutch pack.

When pressure is released from the piston, the spring returns the piston to its fully released position and disengages the clutch. The release spring also helps to cushion the application of the clutch assembly. When the clutch is in the process of being released by the release spring, fluid flows through a vent and one-way ball-check-valve located in the clutch retainer. The check-valve is needed to eliminate the possibility of plate drag caused by centrifugal force acting on the residual fluid trapped in the clutch piston retainer.

### DISASSEMBLY

(1) Remove the waved snap-ring, reaction plate, clutch plates, and clutch discs.

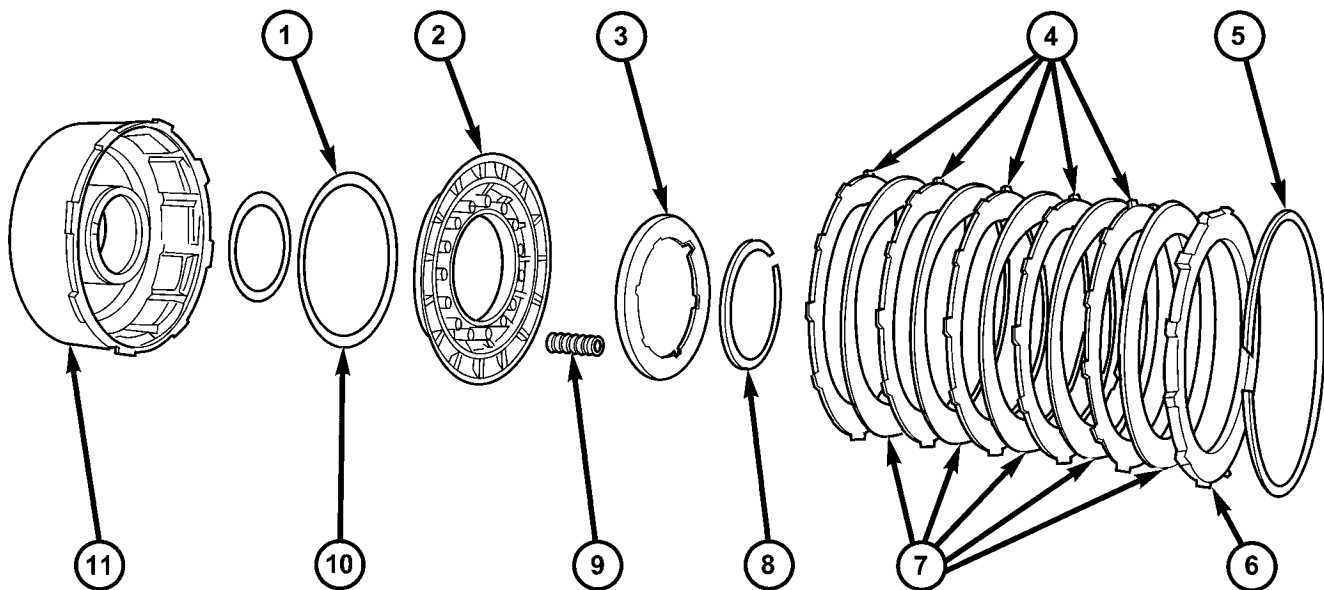


Fig. 93 48RE Front Clutch Components

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- 1 - INNER PISTON SEAL
- 2 - CLUTCH PISTON
- 3 - CLUTCH PISTON SPRING RETAINER
- 4 - CLUTCH PLATES
- 5 - CLUTCH PACK SNAP-RING (WAVED)
- 6 - REACTION PLATE

- 7 - CLUTCH DISCS
- 8 - RETAINER SNAP-RING
- 9 - CLUTCH PISTON SPRINGS
- 10 - OUTER PISTON SEAL
- 11 - FRONT CLUTCH RETAINER