RFE-PP-ODHP

Overdrive/Reverse Pressure Plate
Makes it easy to Add extra capacity
to the OD Stack in all models!

Identify Your Drum First:

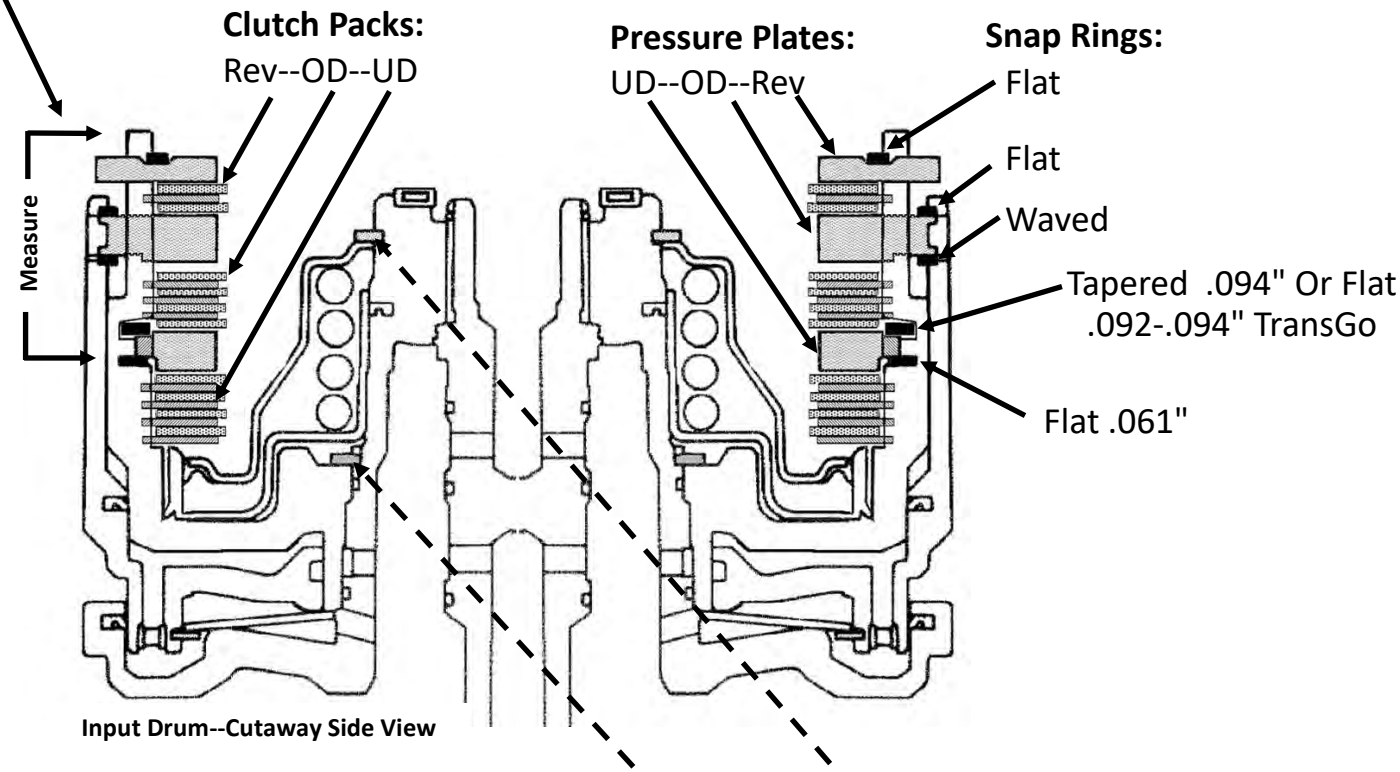
Then turn to the page that matches both Transmission Model and Drum ID for stack-up information.

With all three Pressure Plates removed & .061" flat snap ring installed, measure from top of inner drum to top of .061" flat snap ring:

Drum I.D.

- ☐ **1999-06** = 1.907"
- ☐ **2007up** = 1.960"

Typical Input Drum--Cutaway Side View



Input Drum--Cutaway Side View

* It's a good idea during O-haul to replace these 2 snap rings. (Not provided.) They break & pop off. O.E. P/N's 4799103 -UD Cancel Piston Retainer 4799097 -UD/OD Clutch Piston Retainer (Inner Alum Drum)

All 68RFE with **1.960"** Input Drum & **Modified** Stack-up using New TransGo® OD/REV Plate:

p/n **RFE-PP-ODHP** makes it easy to install **14 Single sided BW Clutches** to the OD Stack!

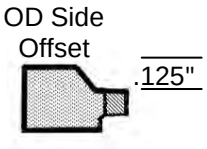
Heads Up! All 68RFE's UD & OD clutch friction surfaces face **UP**!
UD clutch has ten .058" frictions.
OD clutch uses **fourteen** .050" frictions **with NEW OD/REV pressure plate**.
Reverse clutch has two double sided .075" frictions & one .068" steel.
UD stack- Start with .058" friction plate with external lugs, alternate with internal lug plates. The stack will end with a friction plate with internal lugs. Install thin snap-ring, UD/OD Pressure plate then replace tapered snap-ring with new .091" to .094" flat snap-ring.
OD stack- Start with .050" friction plate with external lugs, alternate with internal lug plates. The stack will end with a friction plate with internal lugs. Install waved snap-ring, **NEW OD/Rev** Pressure Plate, flat snap-ring.
***New plate** has a step and allows **14 single sided** plates to be installed.
Rev stack- Start with double sided friction, steel, double sided friction, Pressure plate and flat snap-ring.

OD Clearance adjustment usually not necessary* when using **NEW** TransGo® OD/REV Pressure Plate with suggested OD stack-up.
Rev Press Plate Snap Ring is selective to adjust **Rev Clearance.**
UD Clearance adjustment not necessary **WITH** correct parts usage. (It should already be within spec's.)

Clutch Clearances
UD .038 - .068"
OD .040 - .063"
Rev .032 - .049"

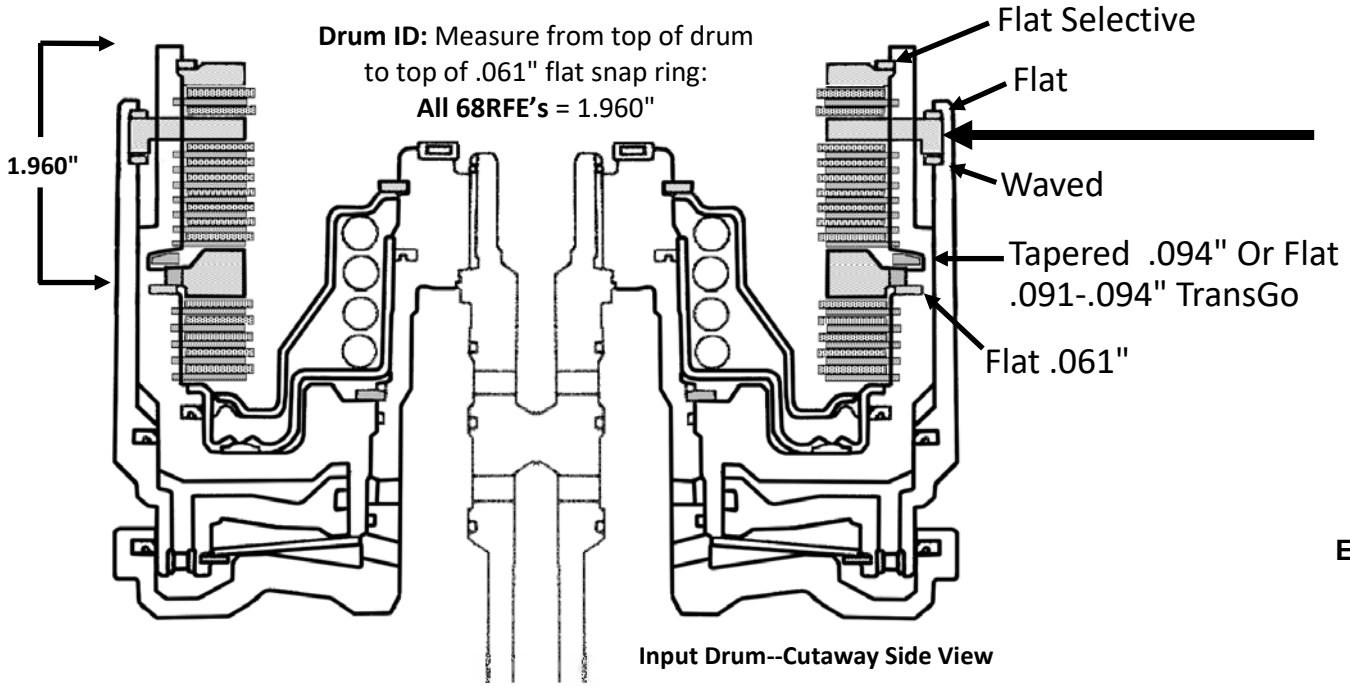
L/R .045-.081"
4C .030-.053"
2C .038-.066"

UD/OD Press Plate has approx **.125"** offset on OD side p/n **52119658AD**



UD Outer Lug .058" (Qty=5)
UD Inner Lug .068" (Qty=5)
OD Outer Lug .050" (Qty=7)
OD Inner Lug .050" (Qty=7)
REV FRICTION .075" (Qty=2)
REV STEEL .068" (Qty=1)

Snap Rings:



Input Drum--Cutaway Side View

Order **NEW** OD/REV Pressure Plate
TransGo® p/n **RFE-PP-ODHP**

Replaces O.E. OD/REV pressure plate.
Use OD stack-up suggested.

***Note:** O.E. BW Friction tolerances are held very tightly. Other friction products may not be exactly the same thickness.
Example– A .001-.002 inch difference per friction on a 14 plate stack-up is a significant change in clutch clearance.
Always **measure** clutch clearances!

2014up 66RFE with **1.960"** Input Drum & **Modified** Stack-up using New TransGo® OD/REV Plate:

p/n **RFE-PP-ODHP** makes it easy to add 1 MORE Clutch & Steel to the OD Stack!

Heads Up! 2014up 66RFE Factory *OD Clutches* are **thinner** & the *Steels* are **thicker** than UD and Rev. The UD/OD Pressure plate was also changed from the previous 2012 & 2013 models.

To **add** a clutch and steel to the OD Stack-up using the **NEW OD/REV** Pressure Plate requires changing the **OD frictions** to .075" thick and **OD Steels** to .087". *Save any original OD parts for future stock repairs.*

OD Clearance adjustment often not necessary when using **NEW** TransGo® OD/REV Pressure Plate with suggested OD stackup.
Rev Press Plate Snap Ring is selective to adjust **Rev Clearance.**
UD Clearance adjustment not necessary **WITH** correct parts usage. (It should already be within spec's.)

UD FRICTION .075" (Qty=4)
UD STEEL .068" (Qty=4)

OD FRICTION .075" (Qty=5)
OD STEEL .087" (Qty=4)

REV FRICTION .075" (Qty=2)
REV STEEL .068" (Qty=1)

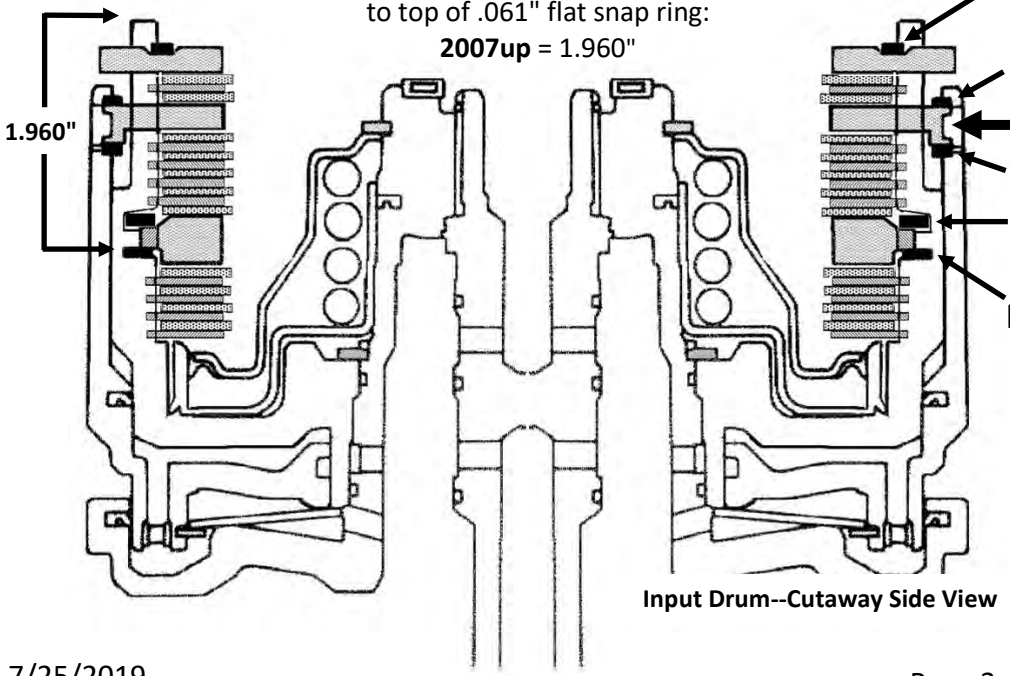
Clutch Clearances
UD .030 - .063"
OD .040 - .063"
Rev .023 - .058"

Measure OD Side Offset

UD/OD Press Plate has approx **.081"** offset on **OD** side p/n **68186197AA**

NEW OD/REV Pressure Plate
TransGo® p/n **RFE-PP-ODHP**

Drum ID: Measure from top of drum to top of .061" flat snap ring:
2007up = 1.960"



Input Drum--Cutaway Side View

Snap Rings:
Flat Selective
Flat
Waved
Tapered .094" Or Flat
.091-.094" TransGo
Flat .061"

Replace OE OD/REV pressure plate with NEW OD/REV Pressure Plate. TransGo # RFE-PP-ODHP
Use OD stack-up suggested to start.

OD clearance can be adjusted using thick or thin clutches and/or steels as needed.

ALL 45/545/65RFE & 2012-13 66RFE* with **1.960"** Input Drum & **Modified** Stack-up using New TransGo® OD/REV Plate: p/n **RFE-PP-ODHP** makes it easy to add 1 More Clutch & Steel to the OD Stack!

***Watch out for this:** 2012-13 66RFE's may have been repaired with 2014up Input drum parts, see page 3

Heads Up! 45/545/65RFE & 2012-2013 66RFE

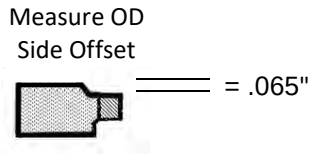
Use this modified stack-up with
NEW** TransGo # **RFE-PP-ODHP
*Notice The 1st **Two** frictions of the **OD** stack **are .090" thick!***

UD FRICTION .075" (Qty=4)
UD STEEL .068" (Qty=4)
OD FRICTION .090" (Qty=2)
OD FRICTION .075" (Qty=3)
OD STEEL .087" (Qty=4)
REV FRICTION .075" (Qty=2)
REV STEEL .068" (Qty=1)

Clutch Clearances
UD .030 - .063"
OD .043 - .065"
Rev .023 - .058"

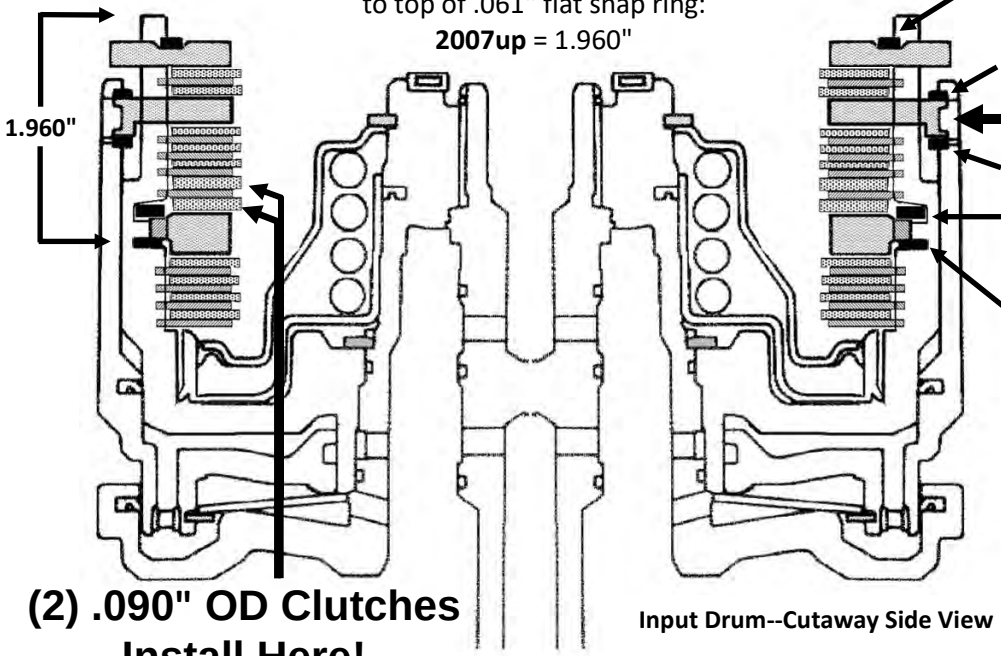
OD Clearance adjustment often not necessary when using **NEW** TransGo® OD/REV Pressure Plate with suggested OD stack-up.
Rev Press Plate Snap Ring is selective to adjust **Rev Clearance.**
UD Clearance adjustment not necessary **WITH** correct parts usage. (It should already be within spec's.)

UD/OD Press Plate has approx **.065"** offset on **OD** side p/n **68009902AC**



Pre-soak new frictions in genuine Mopar® ATF + 4 before installing. BW High Energy Frictions and ATF+4 have proven to be a great combo for the OD at preventing squawk noises during OD apply under load.

Drum ID: Measure from top of drum to top of .061" flat snap ring:
2007up = 1.960"



NEW OD/REV Pressure Plate
TransGo® p/n **RFE-PP-ODHP**

Replace OE OD/REV pressure plate with **NEW** OD/REV Pressure Plate. RFE-PP-ODHP
Use OD stack-up suggested to start.

OD clearance can be adjusted using thick or thin clutches and or steels as needed, **as long as the 1st OD clutch is .090" thick as shown**. This will ensure the bottom OD steel will not contact the snap ring on top of UD/OD pressure plate.

ALL 45/545 1999-2006 with **1.907"** Input Drum & **Modified** Stack-up using New TransGo® OD/REV Plate:

p/n **RFE-PP-ODHP** makes it easy to add 1 More Clutch & Steel to the OD Stack!

Heads Up! 1999-06 Transmissions may have been repaired with 2007up Input drums. Measure drum first to ID.

45/545RFE 1999-06

Use this modified stack-up with
***NEW** TransGo #* **RFE-PP-ODHP**
*The **first** friction of the **OD** stack **must be .090 thick!***

UD FRICTION .075" (Qty=4)
UD STEEL .068" (Qty=4)

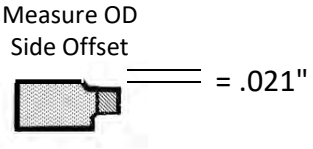
OD FRICTION .090" (Qty=1)
OD FRICTION .075" (Qty=4)
OD STEEL .087" (Qty=4)

REV FRICTION .075" (Qty=2)
REV STEEL .068" (Qty=1)

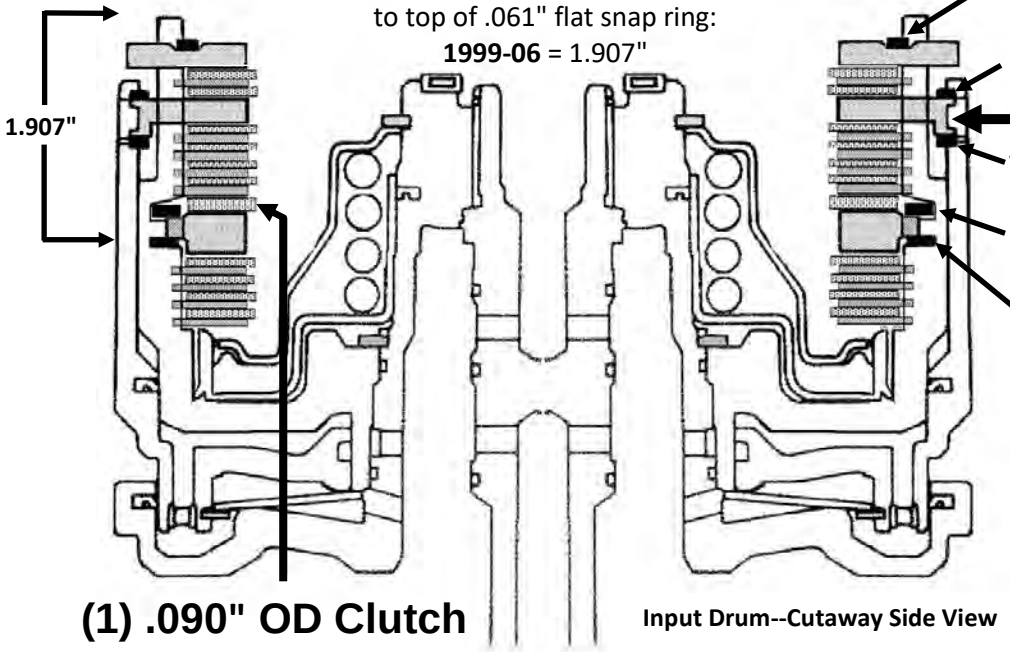
Clutch Clearances
UD .030 - .063"
OD .043 - .065"
Rev .023 - .058"

OD Clearance adjustment often not necessary when using our p/n **RFE-PP-ODHP** OD/REV Pressure Plate with suggested OD stack-up.
Rev Press Plate Snap Ring is selective to adjust **Rev Clearance.**
UD Clearance adjustment not necessary **WITH** correct parts usage. (It should already be within spec's.)

UD/OD Press Plate has approx **.021**" offset on **OD** side p/n **04799107AB (68009108AA)**



Drum ID: Measure from top of drum to top of .061" flat snap ring:
1999-06 = 1.907"



(1) .090" OD Clutch
Installs Here!

Input Drum--Cutaway Side View

NEW OD/REV Pressure Plate
TransGo® p/n **RFE-PP-ODHP**

Replace OE OD/REV Pressure Plate with **NEW** OD/REV Pressure Plate. **RFE-PP-ODHP**
Use OD stack-up suggested to start.

OD clearance can be adjusted using thick or thin clutches and/or steels as needed, **as long as the 1st OD clutch is .090" thick as shown**. This will ensure the bottom OD steel will not contact the snap ring on top of UD/OD pressure plate.