



CHRYSLER-DODGE-JEEP 45/545RFE

FRONT PUMP CHANGE

CHANGE:

The two screws that held the spacer plate to the pump body have been eliminated and the screw holes have been cast shut as shown in Figure 1.

With the spacer plate screw holes cast shut, the pump suction passage in the pump cover is sealed and therefore cannot cause a no move condition which eliminates the need for the screws as seen in Figure 2. The previous design pump spacer plate has the holes for the screw holes as seen in Figure 3, while the later design pump spacer plate has no screw holes as seen in Figure 4.

With the previous design pump, that has the screw holes drilled, (Refer to Figure 5), the screws are necessary because one of those holes is located in the pump suction passage in the pump cover (See Figure 6). If this screw is loose or missing, the hole in the pump suction passage is significant enough to prevent the pump from drawing up fluid causing a no move complaint.

PARTS AFFECTED: The pump body and spacer plate.

INTERCHANGEABILITY:

The newly designed pump assembly will back service all 45/545RFE transmissions.

SERVICE INFORMATION:

New design Pump Assembly.....68009879AD

Many thanks to Greg Nader of Sonnax for his help, and a special thanks to Dan Tucker from Tucker's Transmissions in Pine Bluff, AR for bringing this to our attention.

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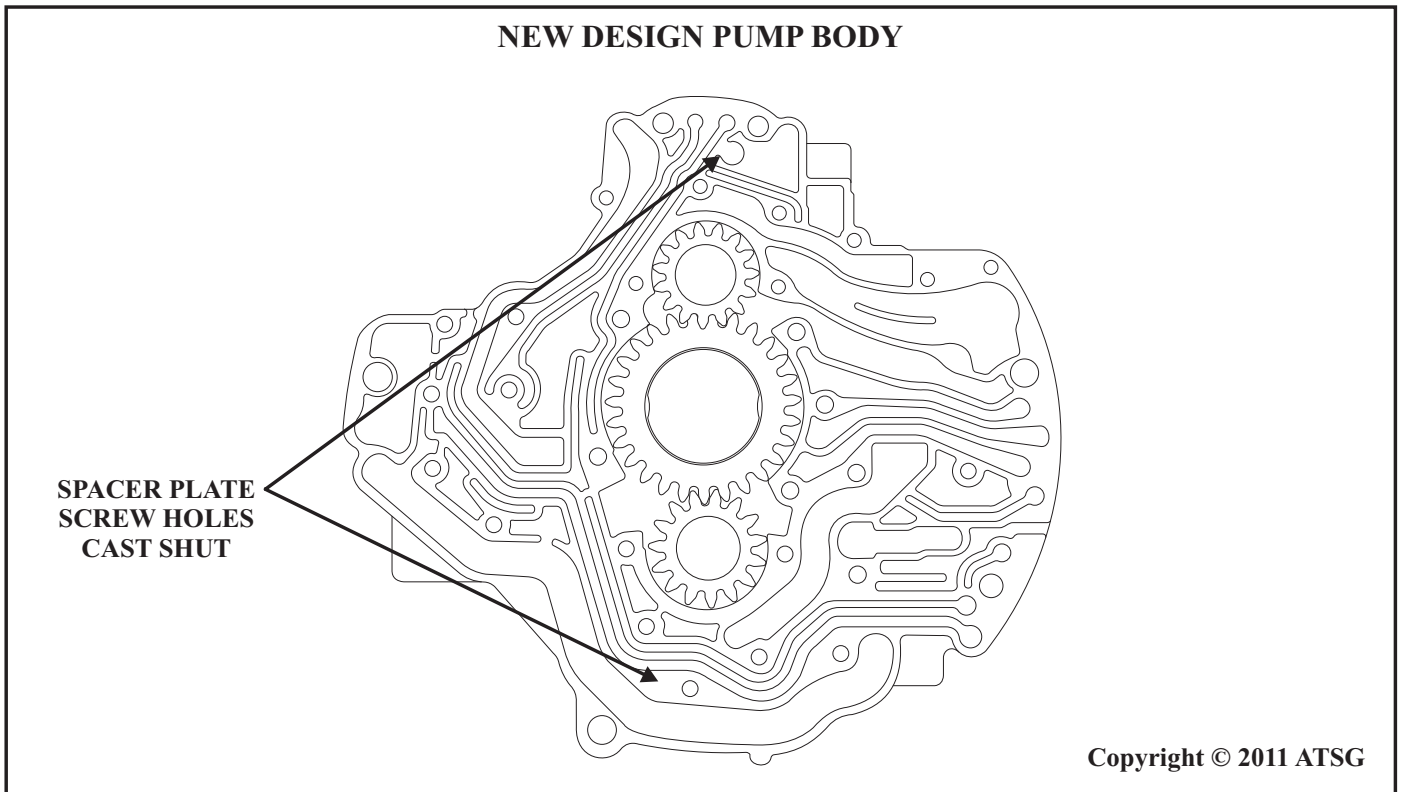


Figure 1

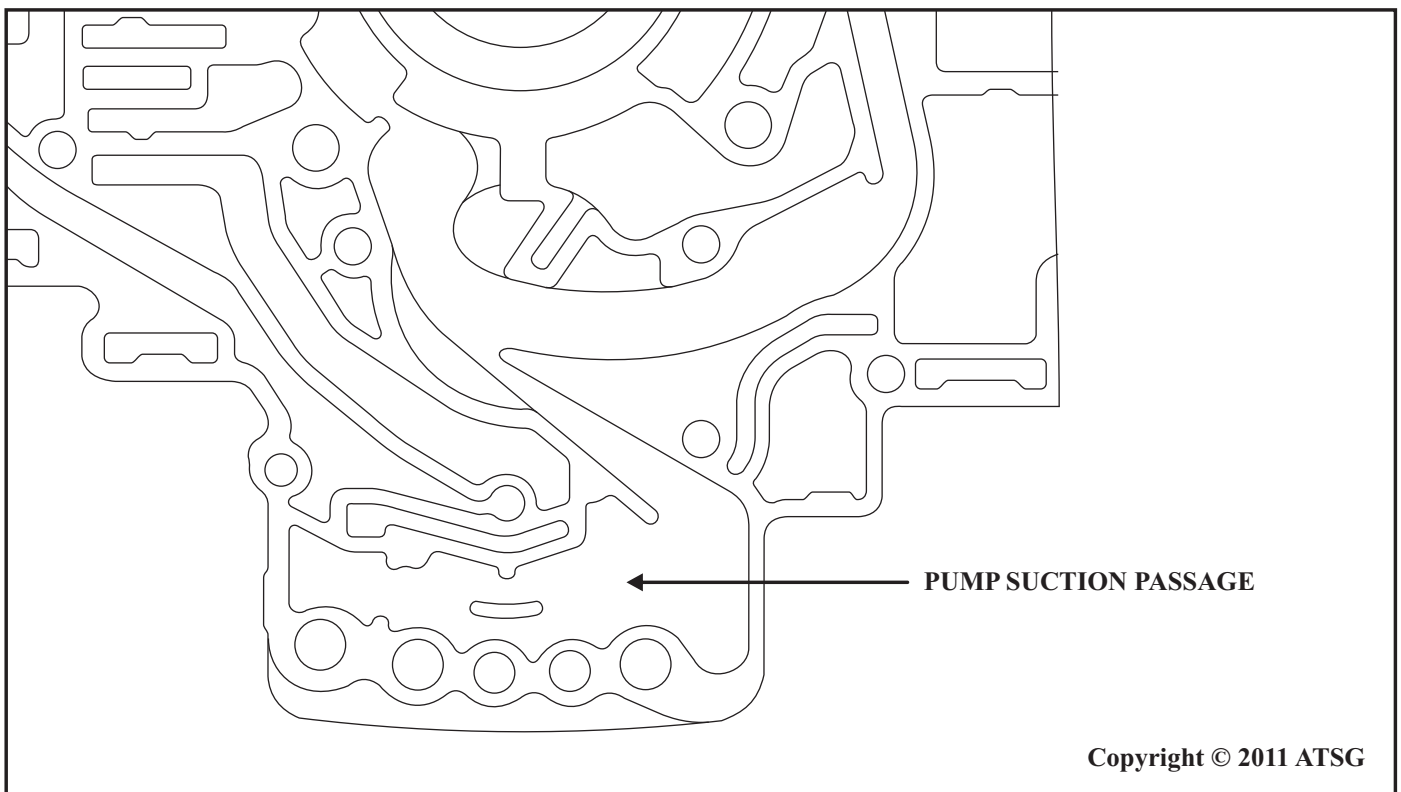


Figure 2

Techpac - 56

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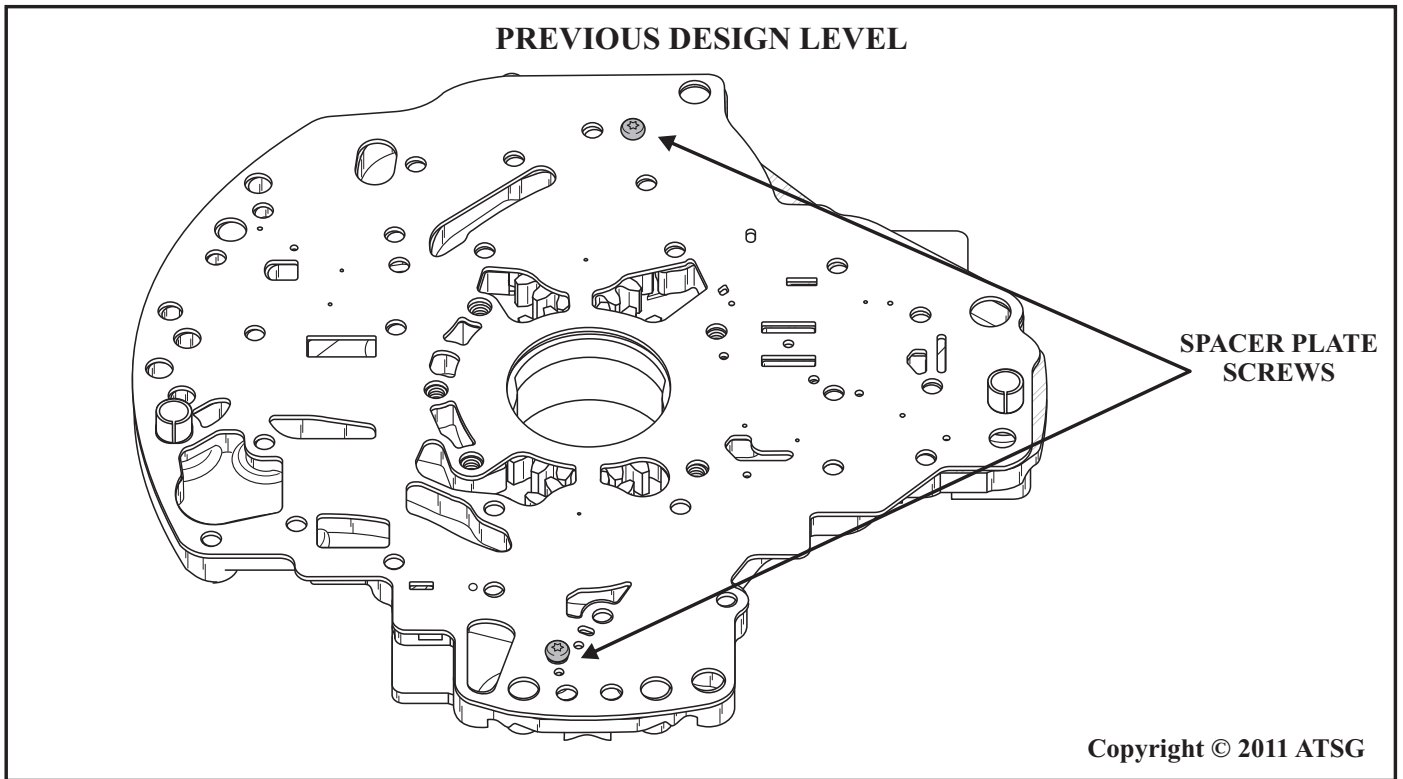


Figure 3

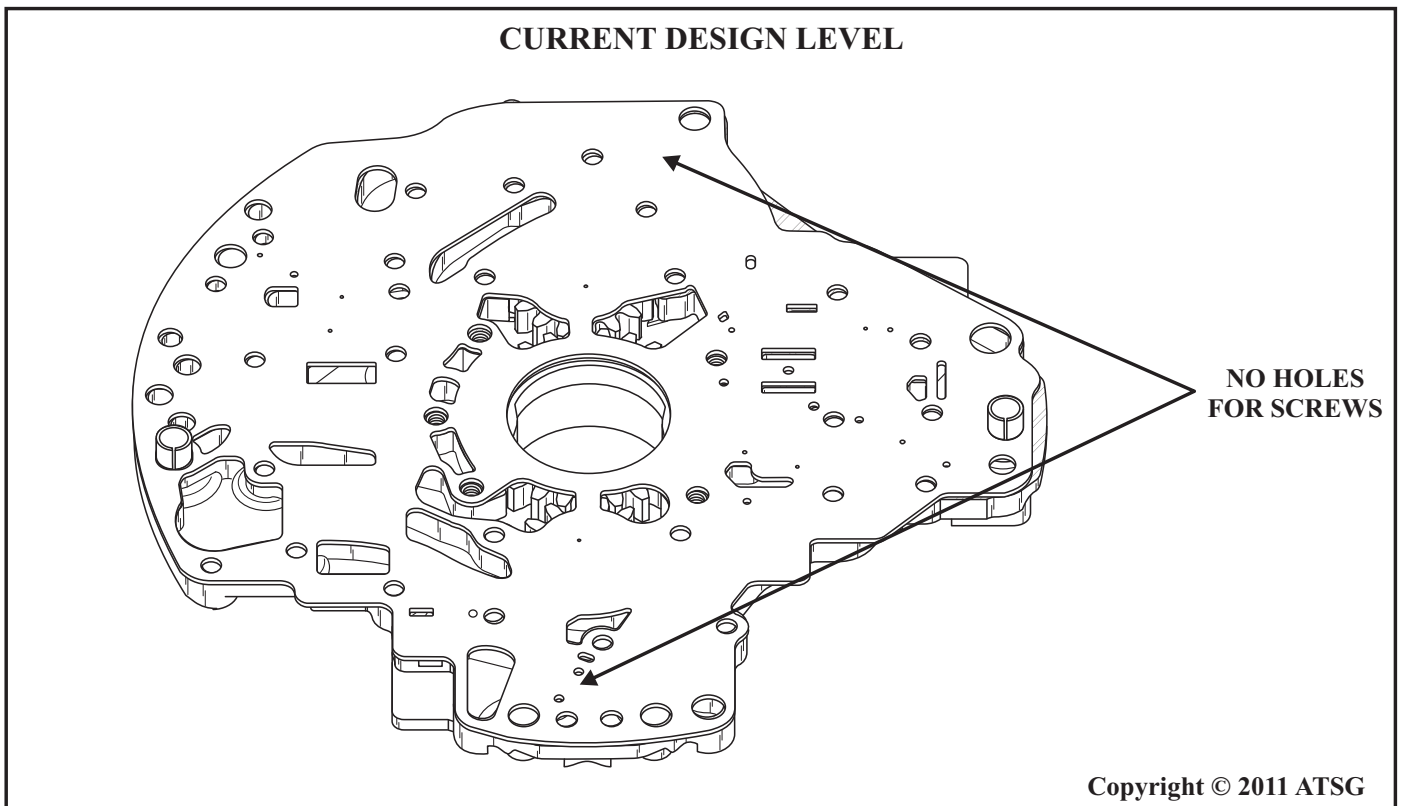


Figure 4

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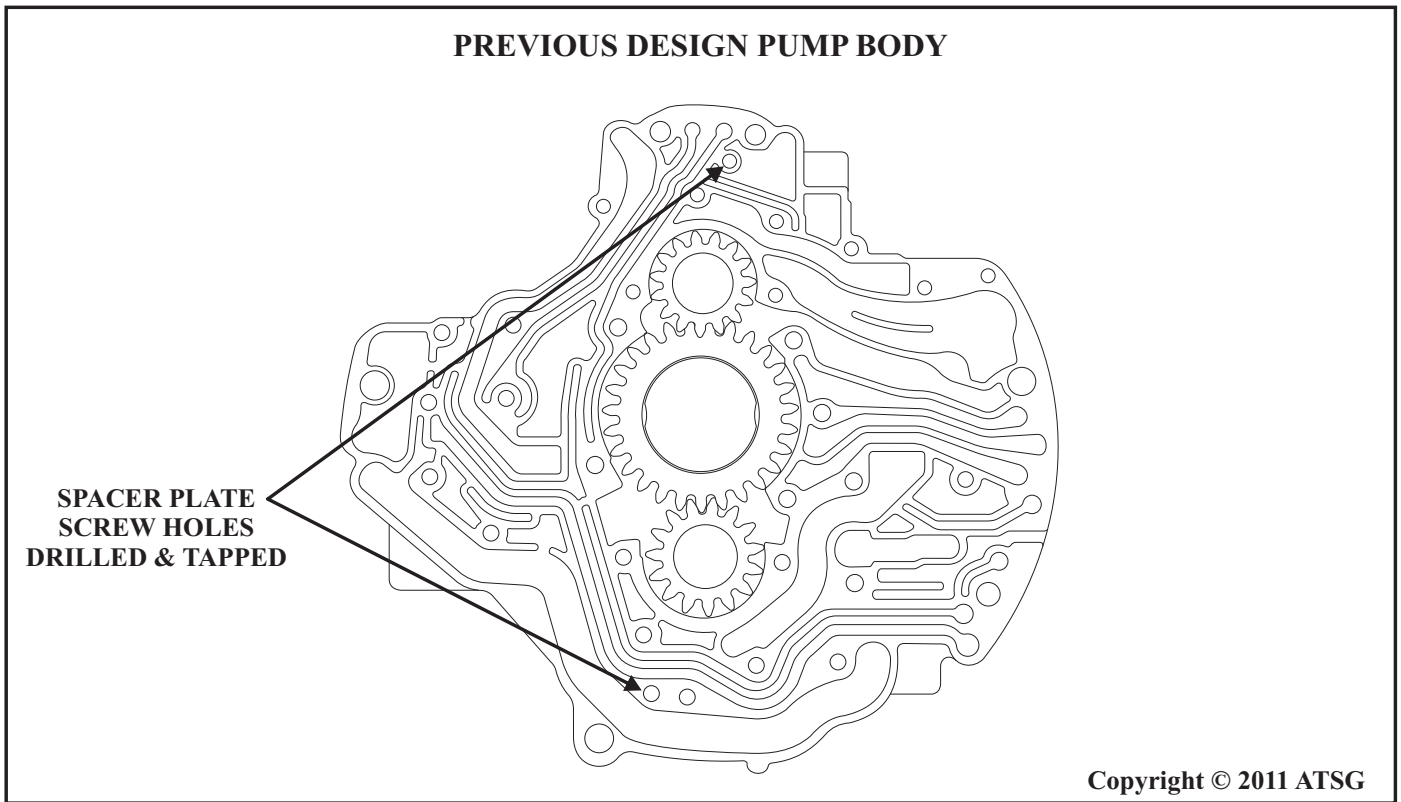


Figure 5

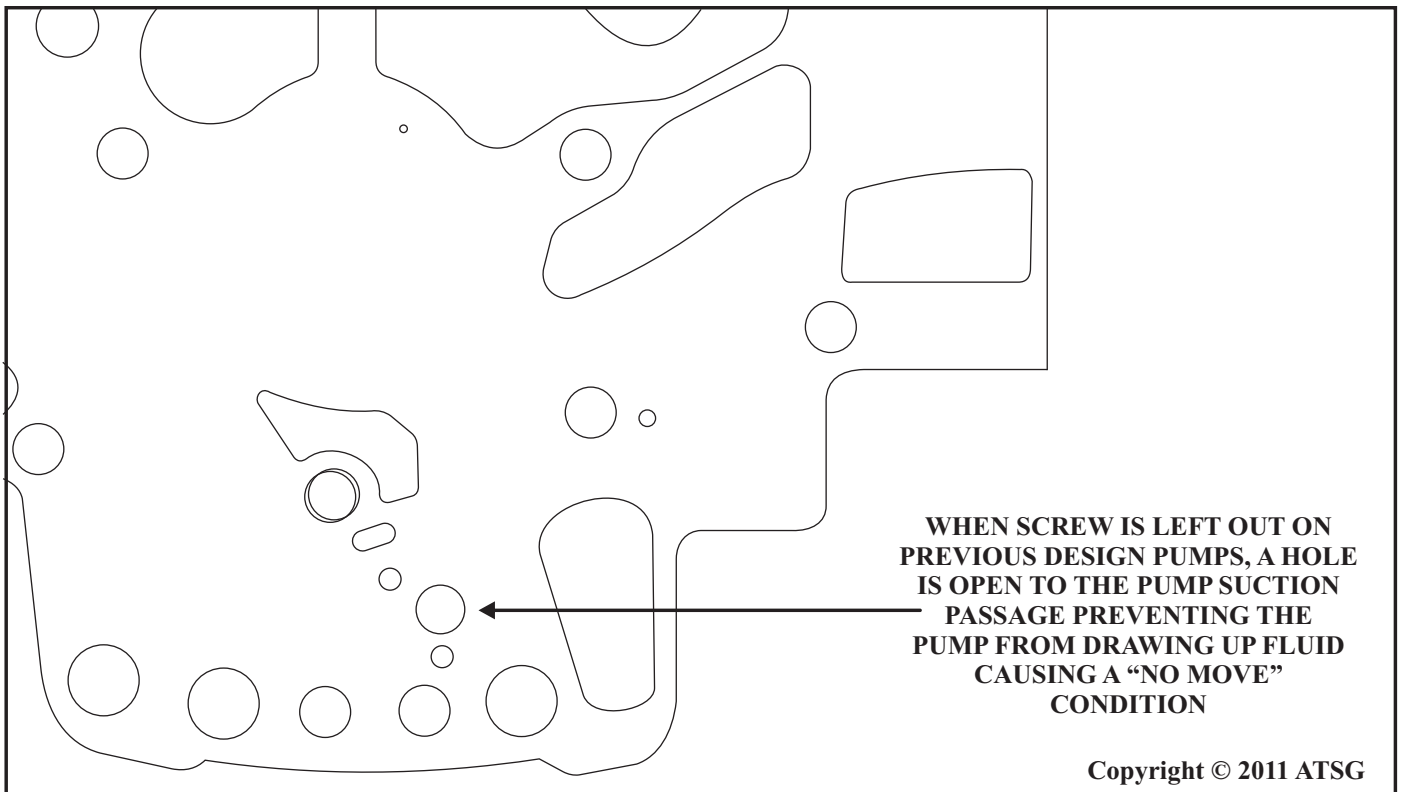


Figure 5