



**CHRYSLER 62TE
SEVERE 2-3 BIND OR SEVERE 5-6 BIND**

COMPLAINT:

- (1) After overhaul a Chrysler/Dodge vehicle with a 62TE has a severe bind-up on the 2-3 shift.
- (2) After overhaul a harsh engagement into drive as well as a severe bind-up on the 5-6 shift.

CAUSE:

Incorrect check ball placement is the cause of the above complaints.

- (1) The rebuild technician mistakenly placed the Low/Reverse Clutch checkball in the Underdrive Clutch location, Figure 3. Since the Low/Reverse Clutch is applied in first and second gear, and must release for a shift into third gear as seen in the clutch application chart in Figure 4, the missing Low/Reverse Clutch checkball caused the Low/Reverse Clutch to remain ON resulting in a severe bind-up on the 2-3 shift as shown in the hydraulic schematics in Figures 5, 6 and 7.
- (2) Certain models require a checkball in the Underdrive Clutch location (approximately 2010 and Later) and certain models do not. Models that have a hole in the separator plate over the Underdrive Clutch checkball pocket will require a checkball. Models with no hole in that location will not require a checkball, Figure 1. Refer to Figure 2 for correct checkball locations. The separator plate without the hole can be used in earlier models and the checkball can be omitted. The separator plate with the hole CANNOT be used in the later models without the checkball, this will result in a harsh application of the Underdrive Clutch and a sever 5-6 bind (Figure 8).

CORRECTION:

- (1) Make certain that the Low/Reverse Clutch checkball is always in its proper location.
- (2) Check the separator plate to see if the Underdrive Clutch checkball is or is not required.

It is suggested to be in the habit of installing all 4 balls regardless of the plate to avoid the chance of having a sever 5-6 bind.

CHRYSLER 62TE SEVERE 2-3 BIND
CHRYSLER 62TE SEVERE 5-6 BIND

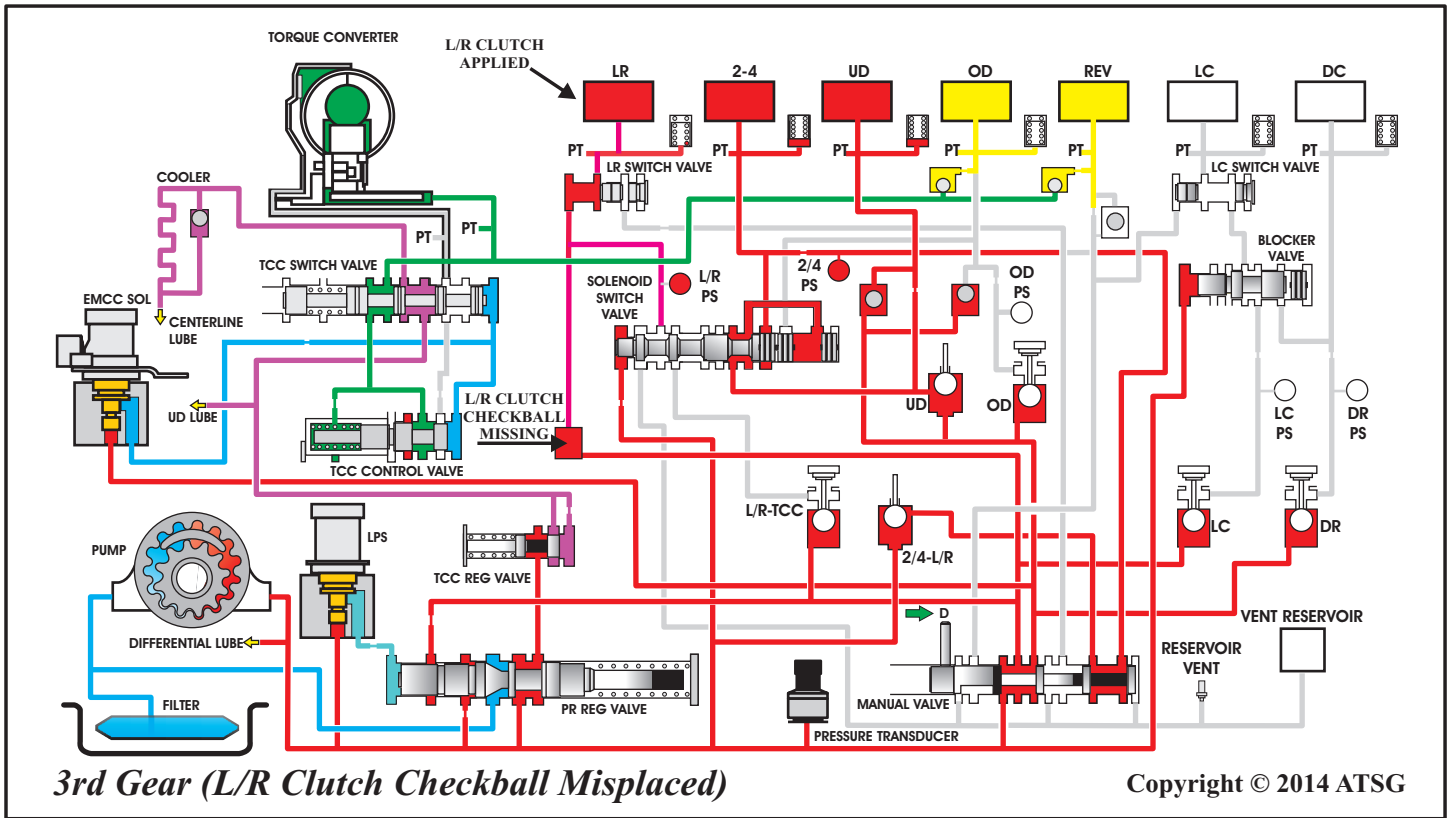


Figure 7

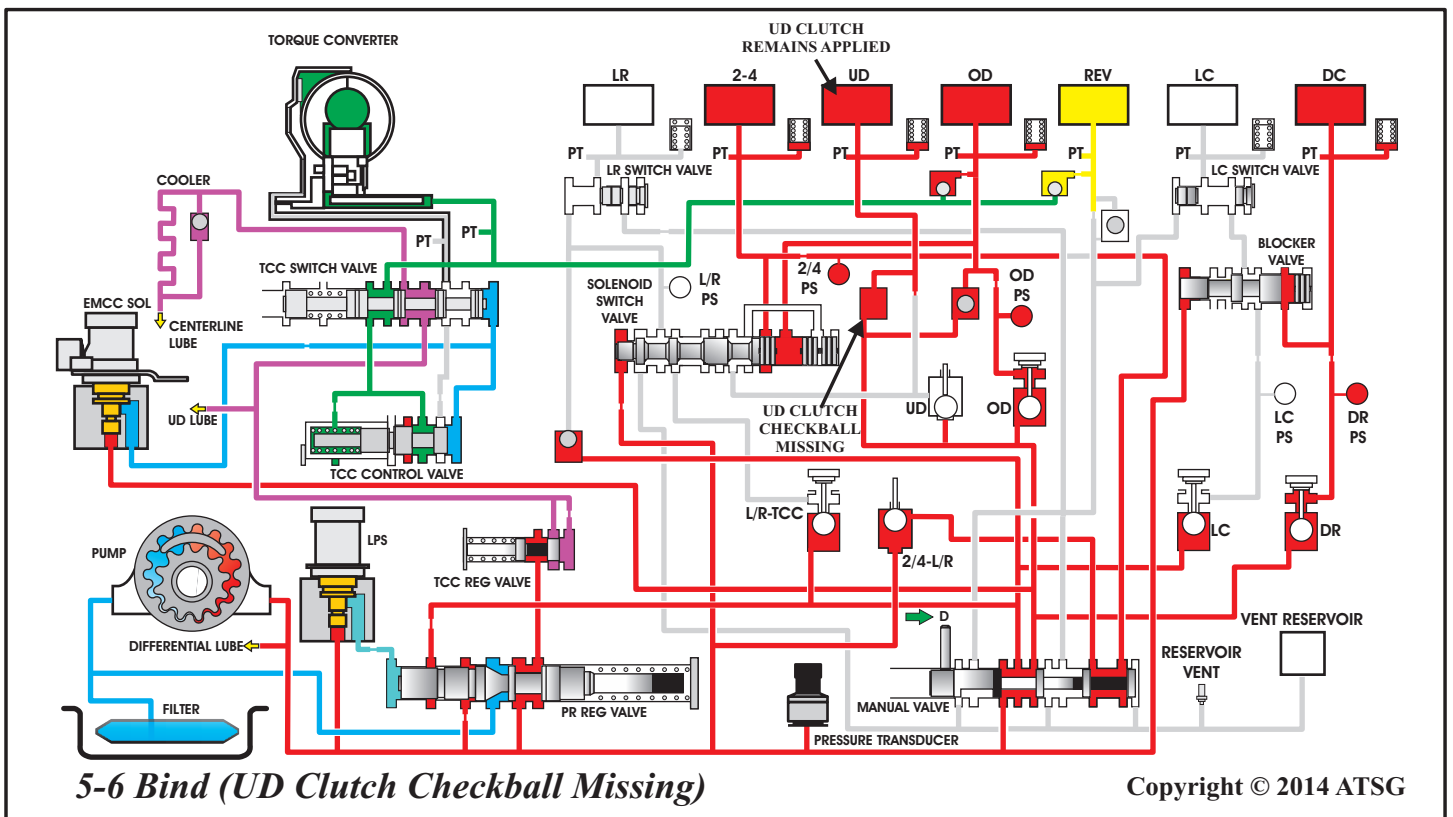


Figure 8