



Chrysler A-604 (41TE/AE) A-606 (42LE) Overdrive Clutch PowerPack®

ALTO PART #077757 & 077757A

Alto # 077757 & 077757A POWERPACK® CONTENTS:

077757 (1990-96)

- (4) 077740-160 (.062" / 1.57mm) Friction Plates
- (1) 077740A (.085" / 2.16mm) Friction Plate
- (4) 077701-150 (.060" / 1.52mm) Steel Plates
- (1) 077761-750 (.297" / 7.54mm) Pressure Plate

077757A (1997 - On)

- (5) 077740-160 (.062" / 1.57mm) Friction Plates
- (4) 077701-150 (.060" / 1.52mm) Steel Plates
- (1) 077764A248 (.248" / 6.30mm) Pressure Plate

DURABILITY AND PERFORMANCE BENEFITS

This kit will correct, prevent and reduce the transaxle concerns of premature overdrive clutch element burn-up and distress; long slide 2-3 shift; defaults to Limp-in Mode; slippage in 4th TCC applied when hot during a long hard pull up a grade and Diagnostic Trouble Codes (DTC's for 1989-1997 model years) 39, 46, 53, 62, PO783 and P1772.

REASONS WHY THIS PRODUCT IS ESSENTIAL FOR DURABILITY

The enclosed product is an essential durability upgrade to avoid the various concerns listed above. Many of these DTC's relate directly to the Overdrive Clutch and very often will result in default Limp-in Mode of operation. This transaxle style, as well as the CCD Electronic Control System, is really an engineering marvel and is also a very comprehensive design. However, the premature Overdrive Clutch distress has been a major concern since 1989. There are several reasons for premature Overdrive Clutch distress. Let's discuss a few.

1. The pressure control system cuts back after 2-3 shift has completed. Operating at hot temperatures in third and fourth ranges with the TCC applied, the pressure cut back often results in minor slippage especially during a long, hard pull up a grade.
2. When downstream internal leakage is considered, the pressure reading you see on the gauge isn't necessarily the same pressure present at the Overdrive Clutch.
3. The upgrade from a three friction plate pack in 1989 units to a four plate friction pack in 1990 and up units helped but hasn't been a total solution.
4. Through several years of investigative field research and product development, modifying the Overdrive Clutch pack to accept five (5) friction plates has been the best solution possible even in the more powerful, later engine model minivans that are used to tow pop-up tent trailers, boats, carry seven passengers with luggage, etc.



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INSTALLATION INSTRUCTIONS

Technical Note: Chrysler used a three friction plate pack in 1989 and some very early 1990 models. Chrysler also quickly introduced updated parts to convert an original three (3) friction plate setup to accept four (4) friction plates. Today, very few units exist with the original three (3) friction plate capacity. This kit was designed to fit only an OEM four (4) friction plate retainer.

1. Complete the entire buildup of the input clutch retainer return by installing the OD/REV piston, UD piston, and all return springs and spring snap rings.
2. Install the UD friction and steel plates, UD pressure plate and pressure plate snap ring.
3. **Please read carefully:** There are a total of five (5) friction plates in this kit. One of the friction plates is .085" thick. Install this .085" thick friction plate as the FIRST friction that rests against the top of the UD pressure plate then install the remaining steel and frictions plates in the usual manner.
4. Install the clutch retainer housing waved snap ring (.61" thick) as illustrated in Fig. 1.
5. **Caution.** Install the OD/REV pressure plate with the "**THIS SIDE DOWN**" stamp as illustrated in Figure 2, against the top Overdrive friction plate.
6. Using the Chrysler #5059 tool or its equivalent to lightly press the OD/REV pressure plate down, install the OD/REV pressure plate snap ring. Ensure the snap ring is fully seated.
7. Check the Overdrive clutch pack clearance which should be .055" - .065". Completely install the Reverse clutch pack in the usual manner followed by the Reverse clutch pressure plate and top snap ring. Air check all three clutch packs to ensure that all the components are fully seated. As you apply air pressure to each individual clutch pack the remaining two clutch pack friction plates should have some clearance and spin freely. Now recheck the Overdrive clutch pack for .055" - .065" clearance. **Tech Note:** The factory specification for the Overdrive clutch pack clearance is .042" - .096". However, we have found through volunteer field test shops that if the clearance is below .048" with this kit installed, something in the input housing isn't assembled properly. Please be careful.

GET READY TO TEST DRIVE A WINNER

