AUTOMATIC TRANSMISSION - 545RFE (Continued)

verter. Pump cover seal tend to run down the cover and the inside surface of the bellhousing.

Some leaks, or suspected leaks, may be particularly difficult to locate. If necessary, a Mopar® approved dye may be used to locate a leak.

TORQUE CONVERTER LEAK POINTS

Possible sources of converter leaks are:

(1) Leaks at the weld joint around the outside diameter weld (Fig. 7).

(2) Leaks at the converter hub weld (Fig. 7).

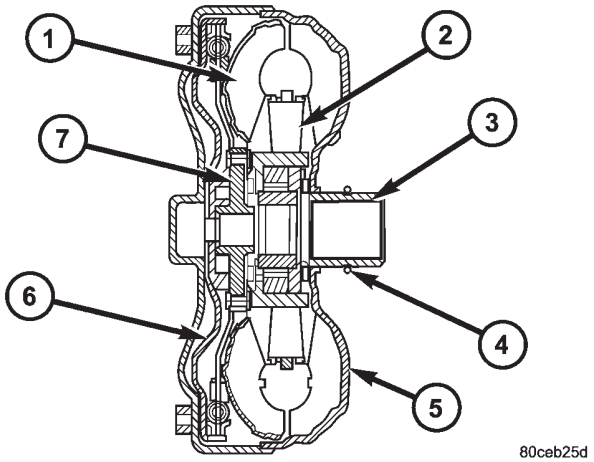

Fig. 7 Torque Converter Assembly

1 - TURBINE ASSEMBLY
2 - STATOR
3 - CONVERTER HUB
4 - O-RING
5 - IMPELLER ASSEMBLY
6 - CONVERTER CLUTCH PISTON
7 - TURBINE HUB

STANDARD PROCEDURE - ALUMINUM THREAD REPAIR

Damaged or worn threads in the aluminum transmission case and valve body can be repaired by the use of Heli-Coils™, or equivalent. This repair consists of drilling out the worn-out damaged threads. Then tap the hole with a special Heli-Coil™ tap, or equivalent, and installing a Heli-Coil™ insert, or equivalent, into the hole. This brings the hole back to its original thread size.

Heli-Coil™, or equivalent, tools and inserts are readily available from most automotive parts suppliers.

REMOVAL

CAUTION: The transmission and torque converter must be removed as an assembly to avoid component damage. The converter driveplate, converter hub o-ring, or oil seal can be damaged if the converter is left attached to the driveplate during removal. Be sure to remove the transmission and converter as an assembly.

(1) Disconnect the negative battery cable.

(2) Raise and support the vehicle

(3) Mark propeller shaft and axle yokes for assembly alignment.

(4) Remove the rear propeller shaft

(5) Remove the front propeller shaft.

(6) Remove the engine to transmission collar (Fig. 8).

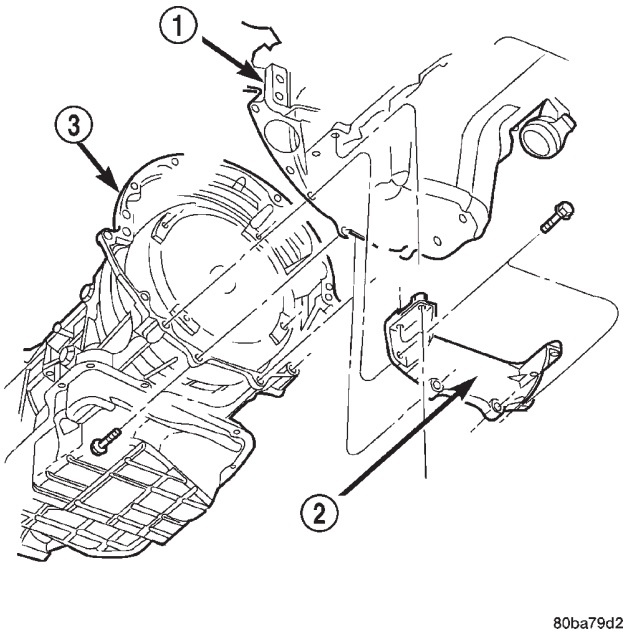

Fig. 8 Transmission Collar

1 - ENGINE
2 - ENGINE TO TRANSMISSION COLLAR
3 - TRANSMISSION

(7) Remove the exhaust support bracket from the rear of the transmission.

(8) Disconnect and lower or remove any necessary exhaust components.

(9) Remove the starter motor.

(10) Rotate crankshaft in clockwise direction until converter bolts are accessible. Then remove bolts one at a time. Rotate crankshaft with socket wrench on dampener bolt.

(11) Disconnect wires from solenoid and pressure switch assembly, input and output speed sensors, and line pressure sensor.