

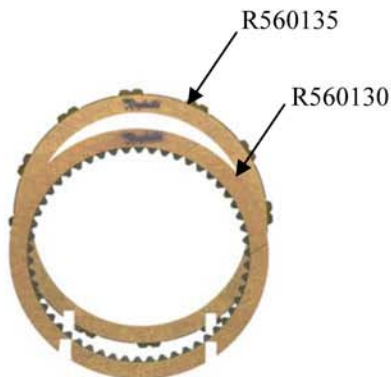
## 48RE Overdrive Direct Clutch Pack

**PROBLEM:** Replacing the 2003 48RE single-sided friction plates with 2004 and later traditional double-sided friction and steel configuration.

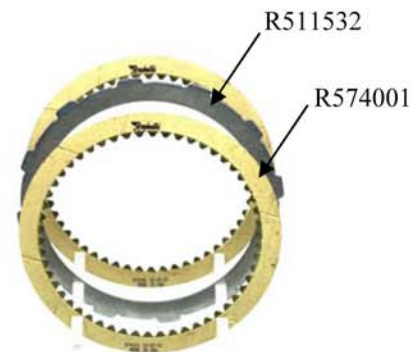
**SOLUTION:** Install (10) Raybestos R574001 double-sided friction plates and (9) Raybestos R511532 steel plates.

HOW:

### OLD Single-Sided Design



### NEW Double-Sided Design



Overall Height:	1.104"
R560130 Internal Spline Friction	12 Required
R560135 External Spline Friction	11 Required

Overall Height:	1.116"
R574001	10 Required
R511532	9 Required

See reverse side to understand more about the change!

## Changing It Up – Chrysler 47RE/RH and 48RE Overdrive Direct Frictions

Since the 47RH was introduced, the Overdrive Direct clutch pack has been built with (10) Raybestos High Static Tan 0.063” thick friction plates. These were typical “double-sided” friction plates. Since the bottom backing plate is internally splined to the hub and the first friction plate installed in the pack is also internally splined, only one side of the first clutch has any performance impact. The other is just along for the ride to take up space. In other words, you are left with 19 “active” friction facings.

Chrysler asked for an increased torque capacity for the new 48RE in 2003. The Raybestos Solution was switch to single-sided friction plates (friction material on one side, shiny reaction surface on the other). A single-sided clutch pack allows for more facings due to the lack of bulky reaction plates. The Overdrive Direct classifies as a holding clutch because it doesn’t see the energy rise that a shifting clutch, such as direct, would see during a 2-3 upshift. Other examples of holding clutches include low/reverse, reverse input, and forward applications. By going to a single-sided design, active facings increased to 23.

The drawback to a single-sided clutch pack is cost, since every plate requires assembly, as opposed to the typical double-sided friction and steel reaction plate package, where no assembly is required for the steel reaction plate. In 2004, Chrysler chose to make the pack more economical, so Raybestos is now supplying the typical double-sided friction plate once again, while still meeting torque capacity requirements.

Please call 1-800-729-7763 for any technical assistance regarding any part number or assembly questions.

Would you like to know the difference between single-sided plates and the Raybestos Z Pak™? Visit our website at [www.raybestospowertrain.com](http://www.raybestospowertrain.com)



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