

48RE Units

Slips or No 3rd and Reverse, High Line Pressure

2003 and later 48RE's with complaints of harsh shifts, sudden loss of 3rd or reverse after overhaul may be caused by mismatched valve body components.

To test this complaint, attach a gauge to the forward clutch port. At idle in drive, pressure should be between 55-70 psi. With MAX TV pressure in drive @1200 RPM, pressure should be 105-110 psi. If max line pressure is above 150 psi, inspect the separator plate for missing balance hole next to filter location.

High pressure will also cause the direct clutch piston or drum to fail. To identify the direct clutch failure, attach another gauge to the servo release port. Disconnect the solenoid harness place the lever in drive. With the engine speed @1200 RPM observe both gauge readings. They should be within 5 psi of each other. If the piston or drum has failed the 3rd clutch tap pressure will be considerably lower.

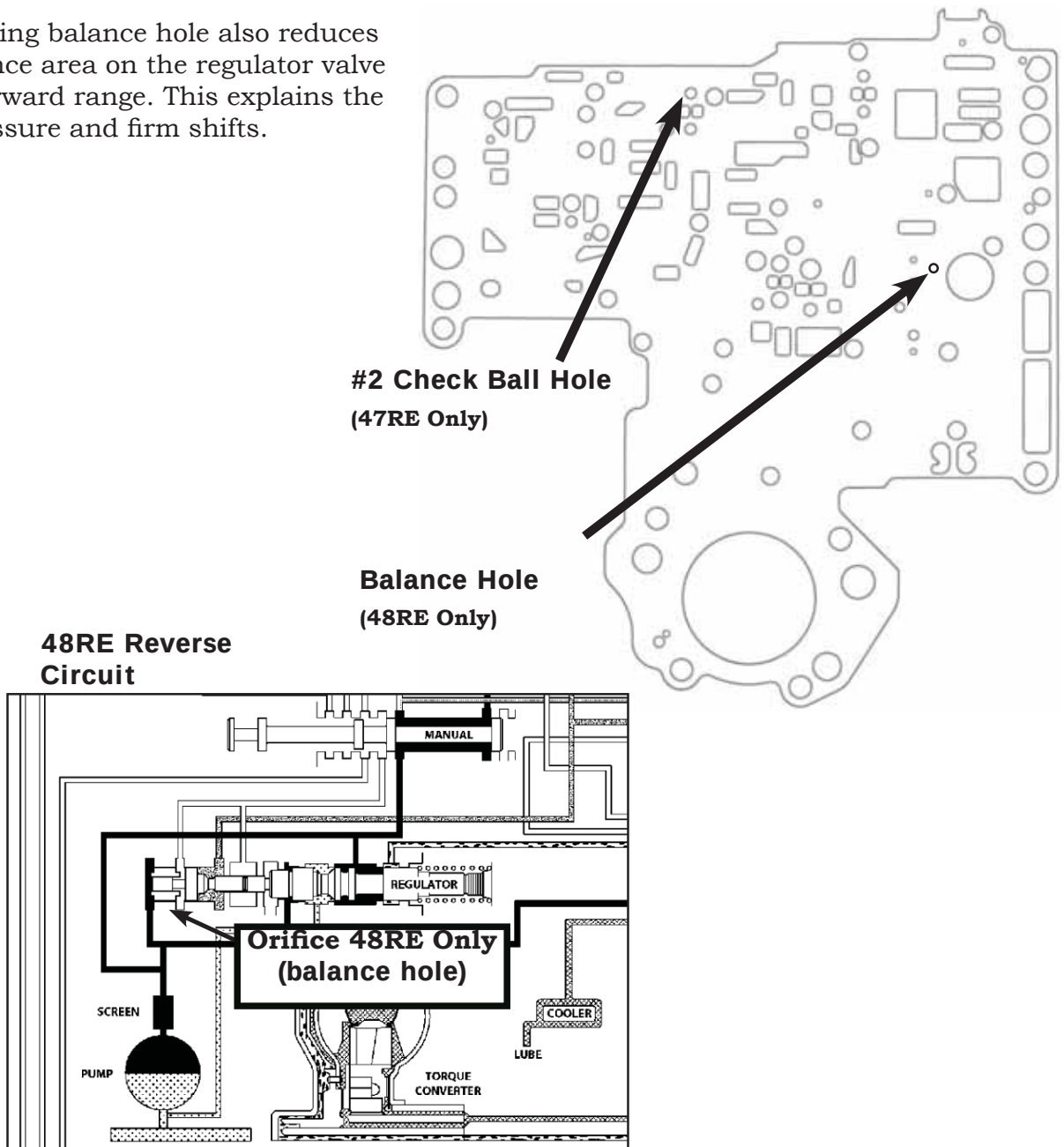


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Inspect the valve body plate, check for a missing hole next to the filter and one extra hole over the #2 check ball location. Installing the 47RE separator plate on the 48RE valve body shuts off all pressure regulator balance oil in reverse. This creates extremely high line pressure in reverse.

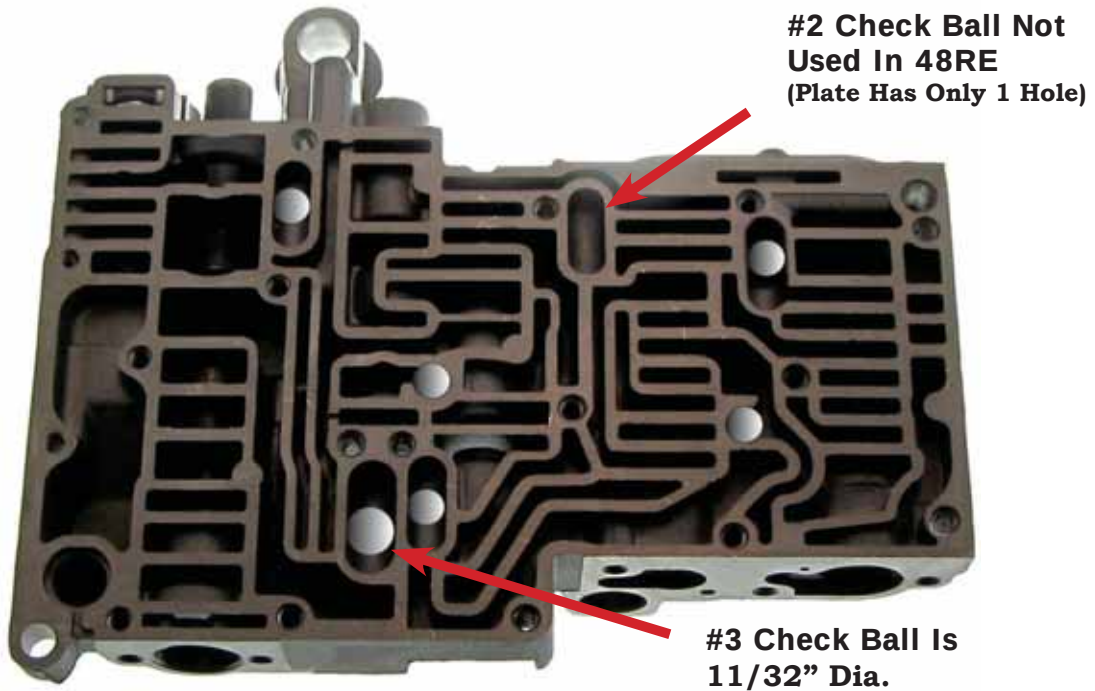
The missing balance hole also reduces the balance area on the regulator valve in the forward range. This explains the high pressure and firm shifts.



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If there is more than 5 psi difference between 3rd gear oil pressure and forward pressure, make sure the #3 check ball is in place and the ball diameter is $11/32$ ". If there are no problems with the #3 check ball, inspect the large sealing rings on the front band servo and servo cover.



If no problems are found with the #3 check ball, remove the transmission and inspect the direct clutch piston and drum assembly.

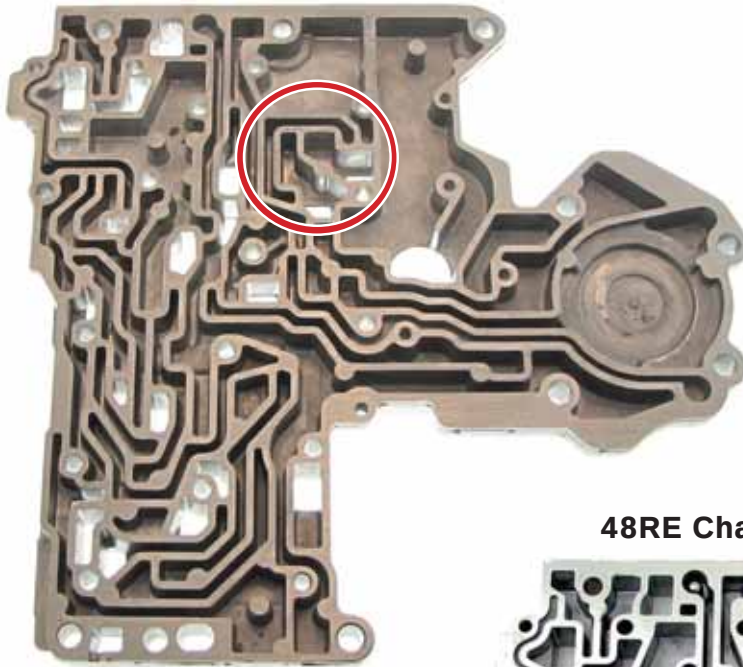


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Slips or no 3rd and Reverse, High Line Pressure (continued)

Here are other differences between the two valve bodies components that you should be aware of. These areas are the differences between the pressure regulator valve balance oil circuits.

47RE Channel Plate



48RE Channel Plate

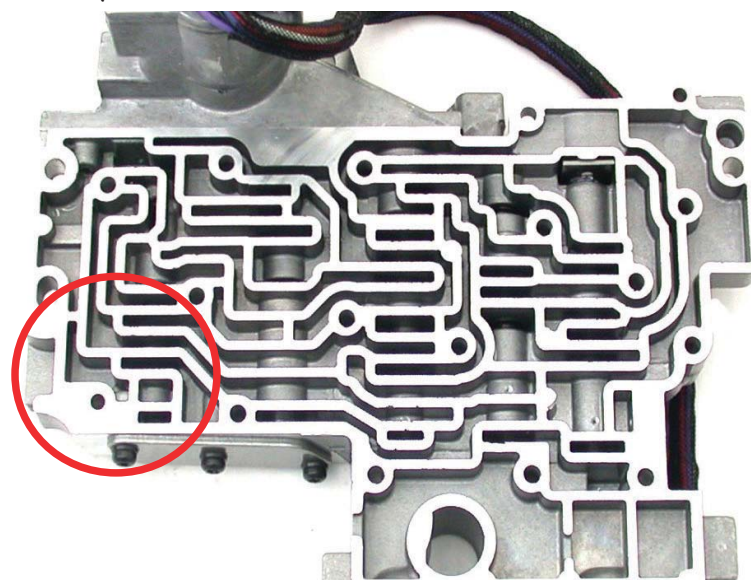
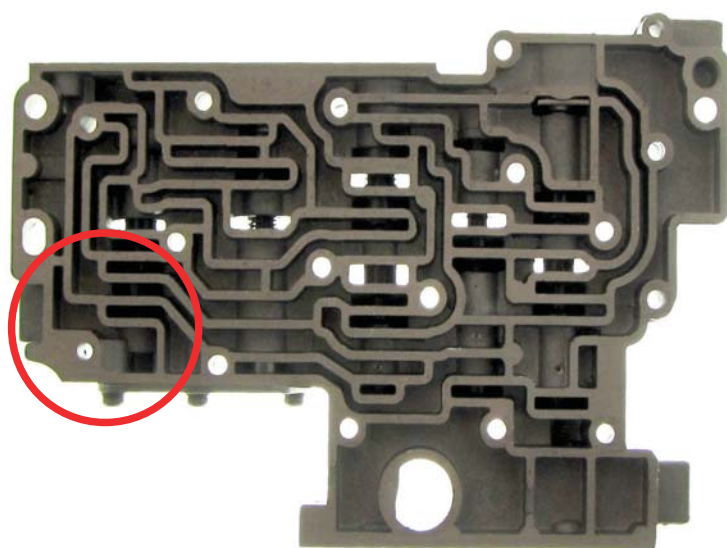


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Here are other differences between the two valve body components that you should be aware of.

Lower Valve Body



Early 46/47RE Valve Body w/o #10 checkball

Late 46/47RE Valve Body with #10 checkball

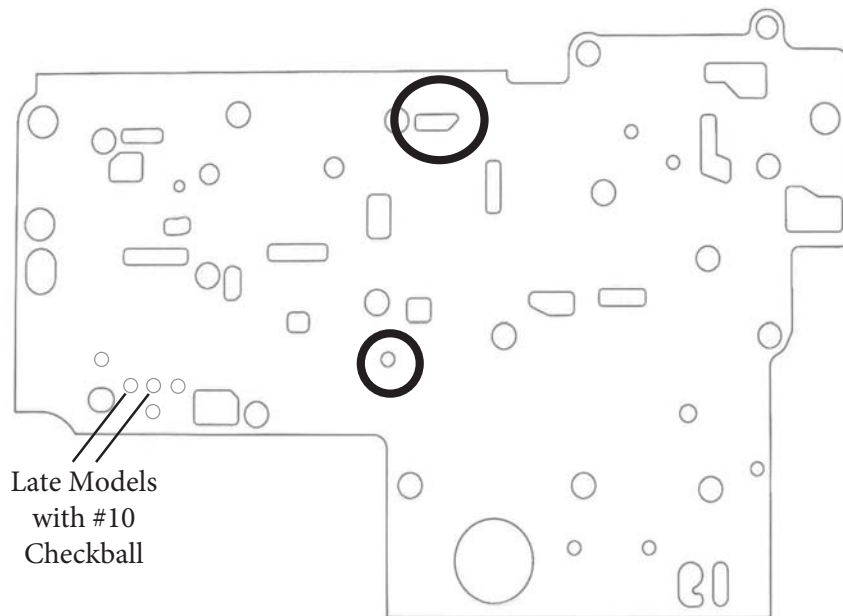
47RE and 48RE's have the same lower VB casting, spring calibration may vary.
see page 237-238

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Here are the plate differences.

46/47RE Plate Has These Holes



48RE Plate Does Not Have These Holes

