

**68RFE-302**

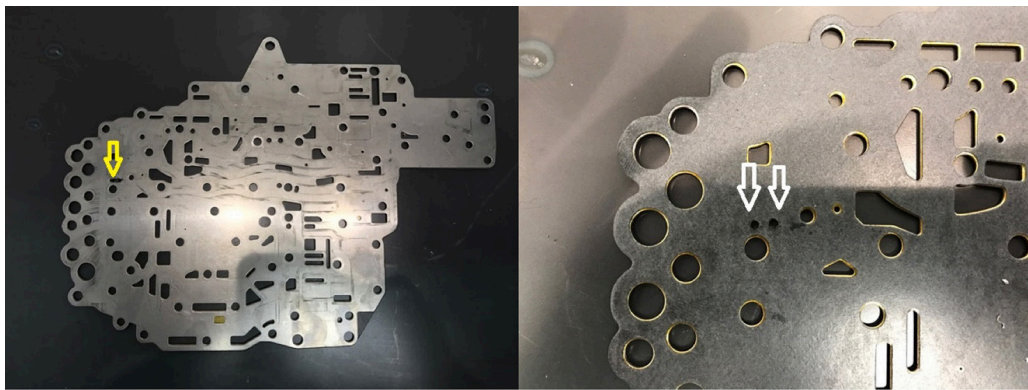
**68RFE-303**

## SEPARATOR PLATE MODIFICATIONS

The **68RFE-302 (White Solenoid Pack)** and **68RFE-303 (Grey Solenoid Pack)** can be used in both stock applications and increased line pressure applications. Please choose **ONE** option:

### Stock Applications:

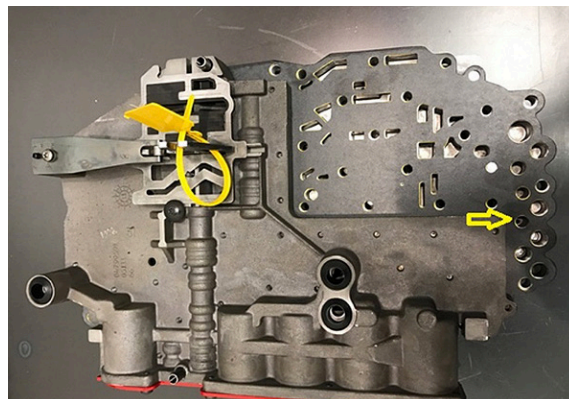
Overlay the stock separator plate over the new plate and drill 2- 7/64" holes in the passage way shown below.



### Heavy Duty Applications:

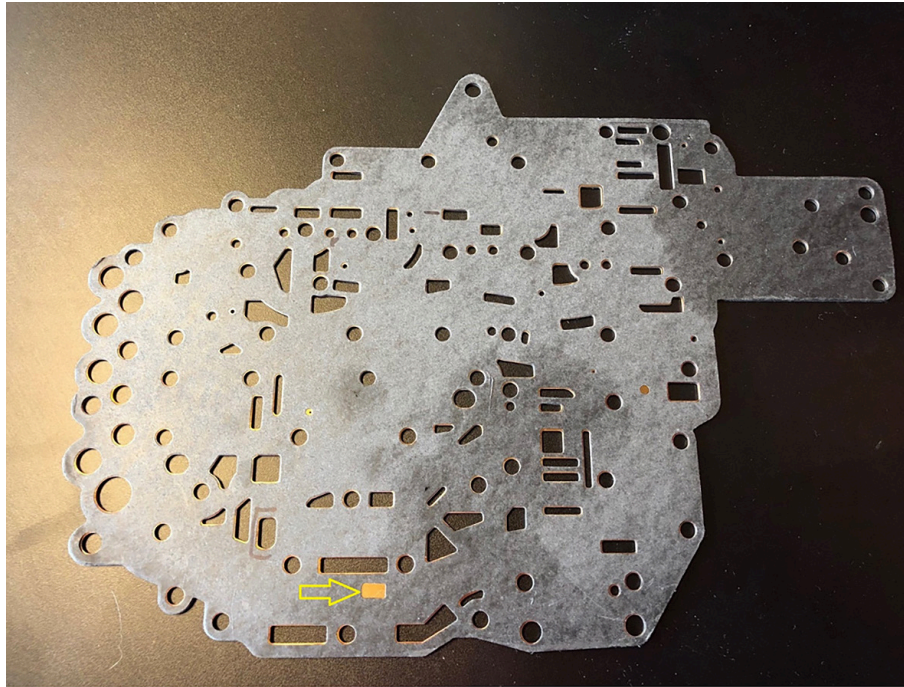
In order to use this option the customer **MUST** have aftermarket transmission tuning software that is programmed to command higher than stock pressures. Without the tuning software, this modification will not provide **ANY** additional line pressure increase. We do not suggest this being done **UNLESS** you have transmission tuning. Sonnax line pressure boosters are **NOT** transmission tuning and will **NOT** work with this modification. If you have a line pressure booster installed, use the stock application option.

Drill 1- 1/8" hole into the lower valve body casting all the way thru as shown below.



## Plate Identification

There are two versions of 45RFE/545RFE/66RFE/68RFE valve bodies. The early version uses 7 checkballs and has a white solenoid pack case connector. This version uses part #68RFE-302. The late version has 5 checkballs and may come with either a white or more commonly a grey solenoid pack case connector. The late version uses part #68RFE-303. Please see the picture below to identify which RevMax plate you will use. The EARLY version, 68RFE-302, has the passage way CLOSED. The LATE version, 68RFE-303, will have this passage way OPEN.



### 68RFE-302, Early Style 7 Checkball

\*Due to the thickness of these gaskets, we recommend torquing the valve body fasteners in a two step process.

1. Build the valve body first. After the initial valve body assembly, torque the fasteners to 50 in/lbs.
2. Prior to installing the valve body into the transmission, retorque again to 50 in/lbs.

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