



**Mitsubishi/Hyundai/Chrysler KM Series
Overdrive PowerPack® #059757 or
Overdrive PowerPack® w/Seal Kit #059935PWR**

ALTO PART #059757

OVERDRIVE POWERPACK® CONTENTS:

- (4) 059746-150 (.059" / 1.50mm) Friction Plates
- (4) 059713K120 (.047" / 1.19mm) Kolene® Steel Plates

OR

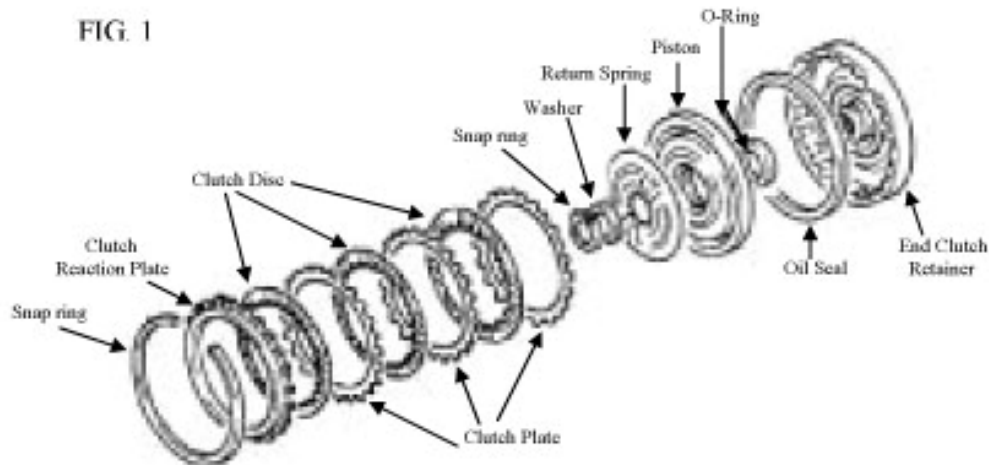
ALTO PART #059935PWR

OVERDRIVE POWERPACK W/OD SEAL KIT

- Contains (1) 059757 OD PowerPack®
- (1) 059835 Seal kit containing all rebuilding seals for the Overdrive section with special apply piston "D" type sealing rings.

INSTALLATION INSTRUCTIONS

The stack-up of the overdrive clutch body is the same as the factory set-up. (See Fig.1) The clutch pack clearance should be between 0.6 and 0.85mm (.024" and .033"). To obtain the correct clearance, selective snap rings are available from Alto Products.



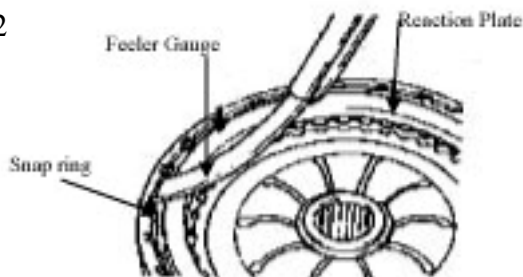
To check clearance:

1. Assemble end clutch completely and apply clutch several times using air pressure (wet) to make sure all components are seated.
2. Push pressure plate towards piston.
3. Measure clearance between the snap ring and the pressure plate. (See Fig.2)
4. After determining the thickness of snap ring required, use the chart below to find the part number of the correct snap ring.



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FIG 2



End Clutch Selective Snap Rings

<u>Alto Part #</u>	<u>OEM Part #</u>	<u>Thickness</u>
059251-105	MD715800	1.05mm (.040")
059251-120	N/A	1.20mm (.047")
059251-130	MD715801	1.30mm (.050")
059251-140	N/A	1.40mm (.055")
059251-155	MD715802	1.55mm (.060")
059251-165	N/A	1.65mm (.065")
059251-180	MD715803	1.80mm (.070")
059251-195	N/A	1.95mm (.077")
059251-205	MD720849	2.05mm (.080")

TECHNICAL NOTE: Many reports of premature clutch failure are caused by the fact that the OEM dimension of the steels is too thin to dissipate the heat during clutch engagement. Any heat that is applied to the steels will cause the steels to distort and/or warp and cause premature overdrive clutch failure. Also the OEM type apply piston lip seal is extremely difficult to install, causing the lip to fold under and lack of hydraulic pressure to the end clutch.

IMPORTANT!! Be sure to pre-soak the friction plates in ATF prior to installation!!

These transmissions experience many leaks in the end clutch apply circuits. It is always a good practice to check end clutch pressures after rebuild. For location of pressure tap, see Fig 3.

Figure 3

