

**Chrysler 46-47RH/RE, 48RE**

**Piston Retainer Kit**

**Part No.**  
**22754N-01K**

- Piston Retainer
- O-Ring
- Plugs (2)

**Oversized Piston Retainer Kit**

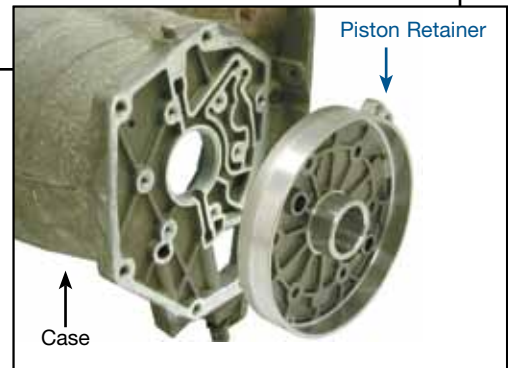
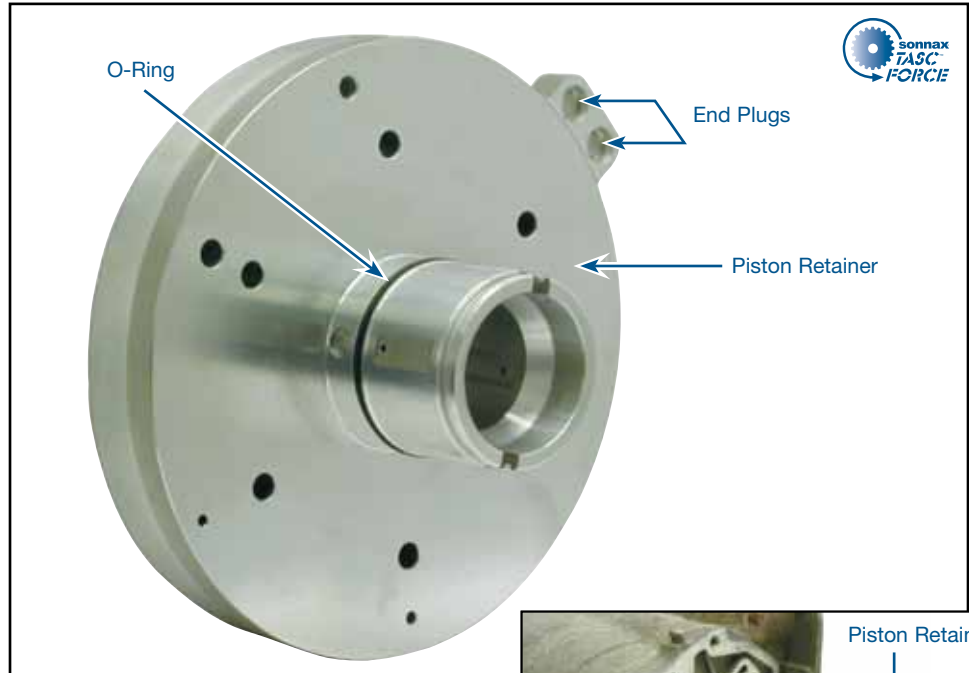


**Part No.**  
**22754N-02K**

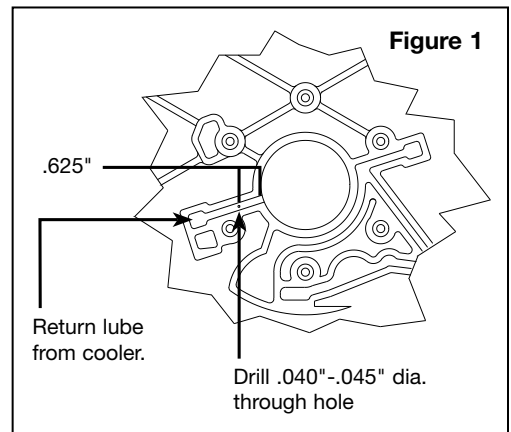
- Oversized Piston Retainer
- O-Ring
- Plugs (2)

**NOTE:** Oversized diameter allows damaged reverse drum to be salvaged.

Patent No. 6,810,771



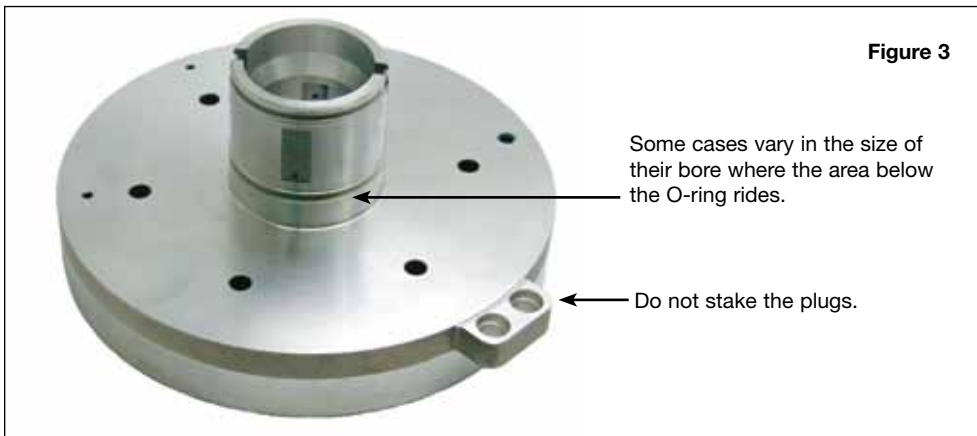
1. If the oversized support (larger diameter where drum rides) piston retainer kit **22754N-02K** is being used, turn the reverse drum I.D. to 2.1885"/2.1875". It is important to achieve a surface finish of 16 Ra (comparable to a ground finish) or smoother to increase the life of the unit.
2. For both kits, it is recommended that you drill a small .040"-.045" hole in the case to help lubricate the low roller clutch. See **Figure 1** for the exact location of the hole. This process is not a requirement to use the Sonnax retainer.
3. Install the O-ring into the O-ring groove and lubricate with TransJel®.



4. If the retainer is being installed on a RE unit, press the two aluminum plugs into the governor tube holes (**Figure 2**).



- Some cases vary in the size of their bore where the area below the O-ring rides. You should not try to drive or press the support into the case. If the support will not fit by hand (you may need a little pressure), you will have to hone about .005" off the I.D. of the case bore (**Figure 3**).
- Do not stake the plugs, staking the plugs can cause leaks between the support and case.



5. Assemble the transmission following normal procedures.