

Line Pressure Booster Kits

Part No.

44957-LB1

- Wiring harness with connectors
- Black wire (2)
- Green wire (1)

Patent No. 8,275,530

NOTE: for 68RFE units only.

Part No.

44957-LB2

- Wiring harness with connectors
- Black wire (3)

Patent No. 8,275,530

NOTE: For 45RFE, 545RFE units only.

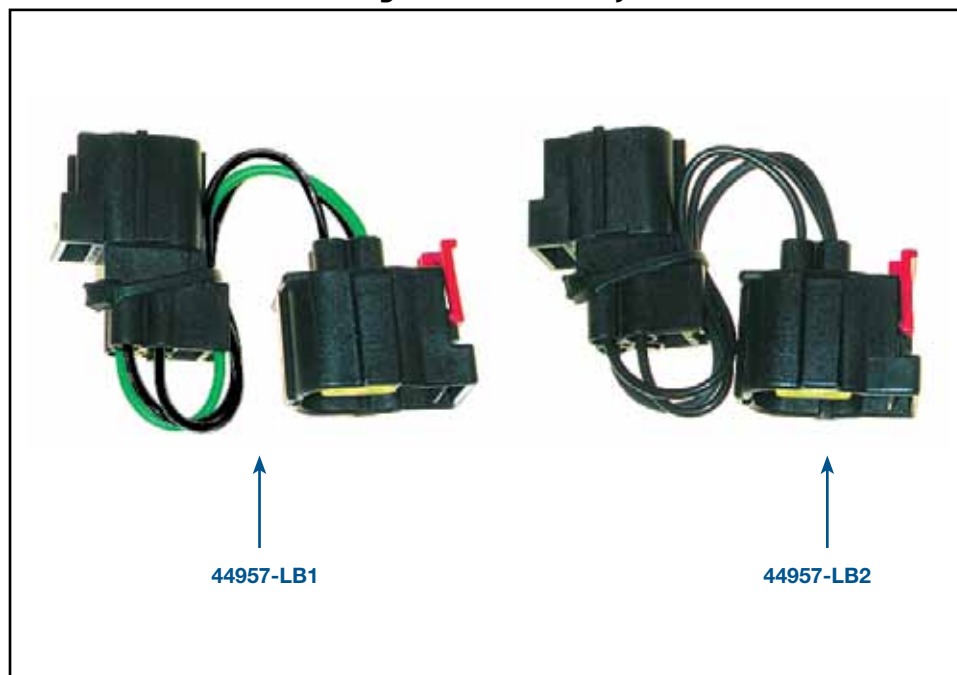
Also Available

Line Pressure Booster Kits

4R100-LB1	E4OD, 4R100
4L60E-LB1	4L60-E, 4L65-E, 4L70-E*
4L60E-LB2	4L60-E, 4L65-E, 4L70-E**
700R4-LB1	4L60 (700-R4), 200-4R
400-LB1	400
4L80E-LB1	4L80-E, 4L85-E
4T65E-LB1	4T65-E
350-LB1	350
4R70W-LB1	AODE, 4R70W, 4R75W

*Early-style pump **Late-style pump

Chrysler 45RFE, 545RFE & 68RFE



CAUTION: Make sure the key is removed from ignition and beware of hot exhaust.

Disassembly

1. Begin removing the harness from the transmission sensor by using a flat blade screwdriver or similar tool to gently back out the red locking tab about 1/4".
2. Next depress the inner black locking tab while carefully removing the connector from the sensor. Do NOT pull directly on the harness wires or damage may result.

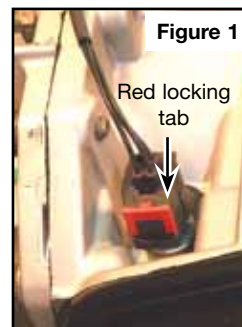


Figure 1

Assembly

1. Connect vehicle harness to Line Pressure Booster and push in the red locking tab. Connect Line Pressure Booster to transmission sensor and push in the red locking tab.
2. Inspect and verify harness is safely routed away from hot exhaust and sharp edges.
3. If you have a scanner, perform the Clutch Volume Index (CVI) re-set procedure so the transmission can learn the new pressures.
4. If no scanner is available or you are unable to reset the CVI for another reason, then test drive at light to medium throttle through several shifts so the system can adapt to the higher line pressure.



Figure 2