

CHRYSLER A518-A618-47RH/RE-48RE

INPUT SHAFT & HUB

A518/618/47&48RE Lockup Input Shaft & Hub.....#129600

Designed for high torque engines and/or multi-disc torque converter.

A518 Non Lockup Input Shaft & Hub....#129600N

Designed for high torque engines with non-lockup torque converter.

**These input shafts are made from 33 Maraging billet steel. Hubs are made from 4140 HTSR billet steel. Shaft to hub splines increased from OEM 28 to 35 splines for 25% more surface contact. Tested to 2,700 ft/lbs. of torque.



4X4 OUTPUT SHAFTS

A518/A618 - 47/48RE 23 Spline 4X4 Output Shaft....#618100

For the electronic transmission.

47RH 4X4 Output Shaft.....#618101

For the hydraulic governor style transmission only.

A518/618.47RE/48RE 29 Spline 4X4 Output Shaft....#618102

For the electronic transmission. Shaft diameter increased from 1.230" dia. to 1.480" diameter. Must use with 29 spline input gear from NV 271 transfer case, part #05086311-AA.



INTERMEDIATE SHAFT



A518/618/47RE/48RE

Intermediate Shaft....#129700 (300M material)

Intermediate Shaft....#129700M (300 Maraging material)

Designed for high torque and heavy towing applications. Heat treated for superior surface toughness and durability. Spline machined with large blended radius to reduce common fractures associated with the OEM version.

CHRYSLER A518-A618-47RH/RE-48RE

FRONT DRUM

A518/618/47&48RE/A727 Steel Front Drum & X-Large Piston....#K123900SH

Made from 1018-1045 medium carbon billet steel. Will hold 5-6 friction plates. 55% More piston apply area. Double the clamping force in 3rd gear. Dual oil apply passages.



5 CLUTCH PACK

A518/618/47&48RE/A727 5-Clutch Pack Kit....K123900P

For performance Dodge diesel & gas applications! Add one more clutch plate to the 3rd gear drum. This billet aluminum clutch piston provides a positive and balanced clutch application with more friction area. Raybestos frictions and steels are used with this kit.



COMBO KIT

A518/618/47&48RE/A727 Combo Kit....K1469CP

TCS Products has packaged all the billet finishing parts for these transmissions used for towing, sled pulling or drag racing. The kit contains:

*The TCS billet aluminum dual ring servo & accumulator piston - for "ZERO" leakage 2nd gear apply, longer band and 3rd gear life!

*The heavy duty quick ratio 4.2 band lever provides greater mechanical clamping force than the O.E.M. 3.8 ratio lever.

*The unbendable heavy duty band strut is TCS's solution to the O.E.M. band strut that bends and causes excessive band clearance and transmission failure.

*The billet steel heavy duty band anchor - for positive band adjustment. This heat treated and zinc plated anchor delivers reliable and accurate band adjustments.



LOW/REVERSE PISTON

47&48RE Aluminum Low/Reverse.... #123004

Precision machined from billet aluminum. This is the best Low/Reverse upgrade you can install. Utilizes wiper rings for superior bore stabilization. Fits 47/48RE 1997-ON.



LOW/REVERSE PISTON

A518/A61847&48RE 4-Spooled Switch Valve.... #12886G

Replaces the OEM switch valve. This valve improves the timing and flow to the TCC apply and release circuits. Made from billet aluminum. Improves flow for better TCC apply. Prevents TCC shudder. Hardcoat anodized to increase hardness.



CHRYSLER 45RFE - 5-45RFE - 68RFE

INPUT CLUTCH HUB

45RFE, 5-45RFE, 68RFE Input Clutch Hub....#299300

Manufactured from 4140 HTSR billet steel versus the OEM cast version which has an inherent problem at the input shaft spline area. This product is a 100% drop-in part. No modifications necessary.



INPUT SHAFT

68RFE Input Shaft....#299600

Precision machined from 300M alloy steel. For high horsepower and high torque applications.



LOW/REVERSE SPRAG

68RFE Low/Reverse Sprag Update..... #299813

This 68RFE Low/Reverse Sprag Update replaces the failure prone O.E.M. Low/Reverse Sprag with this stronger and more durable Roller Clutch design.

Made for high performance and towing applications. The Low/Reverse Clutch is on only when the output shaft is turning below 150 rpm. The clutch releases back onto the low/reverse sprag during hard acceleration or burn-outs after the driveshaft speed reaches 150 rpm. The O.E.M. sprag will not stand up to such stresses for long before failure results with the loss of 1st and 2nd gear starts.

