

This kit does NOT include  
any clutches or steels.

# INSTALLATION INSTRUCTIONS

## DODGE RAM 68RFE 700HP PRO KIT



2007.5-2021 RAM



<b>Description</b>	<b>Nm</b>	<b>Ft. Lbs.</b>	<b>In. Lbs.</b>
Accumulator cover screw	7	-	60
Clevis bracket / rear support bolt	47	35	-
Crossmember bolt/nut	68	50	-
Converter housing bolt	68	50	-
Cooler line at trans fitting	17.5	-	155
Cooler return filter	9.5	-	84
Detent spring screw	4.5	-	40
Driveplate to crankshaft bolt	75	55	-
Extension housing bolt	54	40	-
Fill tube at transmission bolt	10	-	88
Fill tube at valve nut	10	-	88
Input speed sensor bolt	12	-	105
Inspection cover bolt	10	-	88
Line pressure sensor bolt	12	-	105
Manual selector shaft cross-bolt	16	-	140
Manual selector shaft retaining screw	28	-	250
Manual valve cam retaining screw	4.5	-	40
Oil pan bolts	12	-	105
Oil pump body to cover bolts	4.5	-	40
Oil pump bolt	28	-	250
Output speed sensor bolt	12	-	105
Plate to oil pump body screw	4.5	-	40
Pressure test port plug	5	-	45
Primary fluid filter screw	4.5	-	40
Reaction shaft support bolt	12	-	105
Solenoid module to transfer plate screw	6	-	50
Torque converter housing to engine lower four bolts	54	40	-
Torque converter housing to engine upper four bolts	41	30	-
Torque converter to driveplate bolt	88	65	780
Transmission collar bolt	68	50	-
Transfer case nuts	35	26	-
Valve body to case bolts	12	-	105
Valve body to transfer plate screw	5.5	-	50

**Kit Contents:**

- 1-68RFE-938, UD/OD Lower Snap Ring
- 1-68RFE-908, UD/OD Upper Snap Ring
- 1-68RFE-722, UD/OD Billet Pressure Plate
- 1-68RFE-731, OD/REV Billet Pressure Plate
- 1-68RFE-605, 68RFE 6061 Mil-Spec Anodized Billet Inner Clutch Drum

**This kit does NOT include any clutches or steels.**

This kit provides an additional 29% of clutch surface area without changing the apply piston surface area. By adding capacity in this fashion, our kit does not have the problematic 3-4 shift squawk and the many tie up and bind up issues associated with larger than stock OD piston diameter drum upgrades.

Our preferred clutch material is using Borg Warner single side frictions. This kit uses ALL OD clutches. It is recommended to purchase 2 ea internal and external UD clutches for setting clearances. They are not always needed, but most times you will need at least one.

We also recommend installing the Alto 128759 reverse clutch saver. This plate setup distributes the load from the 68RFE reverse steel. In some applications, this area is common to become damaged and using this kit will prevent this from happening.

## Input Drum

**NOTE:** The input drum holds the underdrive, overdrive and reverse clutch packs.

1. Install the underdrive clutches. They are one sided and you will start with an outer tooth and end with a inner tooth. There are 5 inner and 5 outer clutches. The pressure plate is included in the kit.
2. Next install the provided underdrive bottom snap ring.



Step 1 shown



Step 2 shown

3. Install the provided underdrive pressure plate followed by the snap ring that is also provided



Step 3 shown

4. Set the dial indicator on the top of the input clutch hub with the indicator on the first tooth clutch not the pressure plate. Apply air into the under drive port using your previously rebuilt pump as your test apply jig.

**NOTE:** The underdrive clutch clearance is between .045" to .052".

Indicator



Step 4 shown

5. Install the wave snap ring into the recess in the overdrive drum.



Step 5 shown

6. Assemble the OD clutch. Alternate stacking the one sided clutches starting with an outer and end with inner. There are 8 inner and 8 outer clutches. Friction material should be facing upwards.

Install the Revmax overdrive pressure plate followed by the overdrive snap ring.



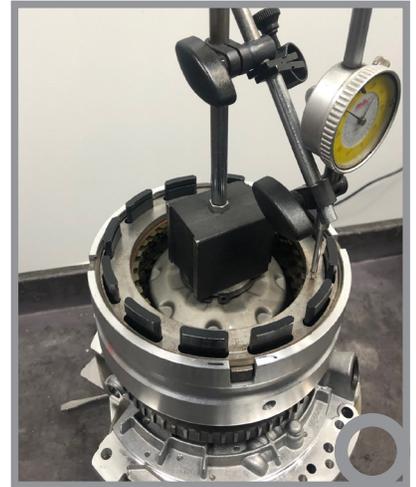
Step 6 shown

7. Place dial indicator on the input clutch hub and place the tip on the OD pressure plate not the clutch tooth. Apply air through the overdrive port in your pump.

**NOTE:** The overdrive clutch clearance is .045" to .055".



Overdrive port



Step 7 shown

8. Install the reverse clutch pack which contains 2 clutches that are double sided. Start with a clutch, then a steel and finish with a clutch. Install the pressure plate and factory snap ring.



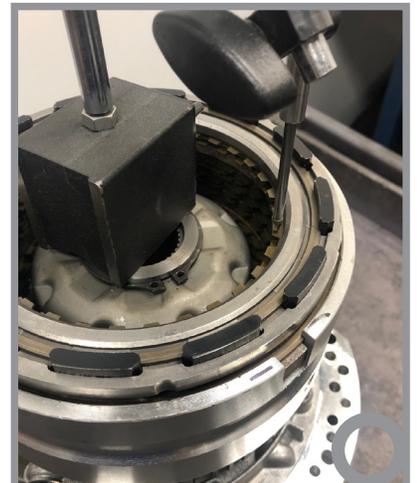
Step 8 shown

9. Place the dial indicator on top the input clutch hub. Place the tip of the Indicator on top of the last reverse clutch. Apply air into the reverse port in your pump.

**NOTE:** The reverse clearance is .026" to .045".

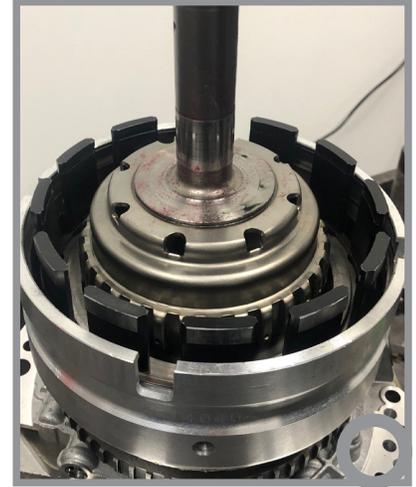


Reverse port



Step 9 shown

10. Remove the drum from the pump and install the input shaft and reinstall the snap ring. Now place the drum assembly back onto the pump for final assembly.



Step 10 shown

11. Take the reverse and overdrive clutch pack and pressure plates out to be able to install the hubs.

**NOTE:** Do not take out the underdrive clutches, or pressure plate.

Apply trans gel onto the underdrive bearing and install making sure the bearing is installed in the correct orientation.



Trans gel  
on bearings

Apply trans gel onto the overdrive bearing making sure the bearing is installed in the correct orientation.



Step 11 shown

12. Next you will restack the overdrive clutches onto the installed hub.
13. **NOTE:** The plastic thrust washers come in different sizes. If the Endplay plate is too tight or loose you will have to get a thinner washer from your Ram dealer.

**DODGE RAM**  
68RFE 700  
PRO KIT

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