

How To Rebuild A Dodge 47re Transmission

How to Rebuild a Dodge 47RE Transmission: A Comprehensive Guide

I. Descriptions: This guide provides a meticulous, step-by-step walkthrough on rebuilding a Dodge 47RE transmission. From initial disassembly to final reassembly and testing, it covers every crucial aspect, ensuring a successful rebuild. Whether you're a seasoned mechanic or a dedicated DIY enthusiast, this detailed resource will equip you with the knowledge and confidence to tackle this challenging project. **II. Dodge 47RE, transmission rebuild, automatic transmission, transmission repair, DIY transmission, 47RE rebuild kit, torque converter, valve body, clutch packs, transmission overhaul, Dodge Ram, Cummins, transmission fluid, transmission troubleshooting, 47RE problems, 47RE maintenance** **III. Analysis of Current Trends:** The popularity of DIY automotive repair, driven by rising labor costs and a desire for greater vehicle understanding, is fueling increased interest in transmission

rebuilt. Specifically, the Dodge 47RE, known for its presence in heavy-duty trucks and its susceptibility to issues with age and heavy use, sees significant demand for rebuild information. Online forums and communities showcase the prevalent difficulties individuals encounter, highlighting the need for comprehensive, accessible repair guides. The trend toward using higher-quality aftermarket parts and specialized tools is also notable. Finally, the growing availability of detailed video tutorials supplements textual guides, catering to various learning styles. IV. International Perspectives:

While the Dodge 47RE is primarily associated with North American vehicles, its presence in international markets, albeit smaller, necessitates adapting rebuild procedures to account for regional variations in parts availability and local regulations. Differences in fluid specifications, sourcing of specialized tools, and access to repair manuals can impact the overall rebuild process. This guide attempts to provide general instruction adaptable to these variable circumstances, emphasizing the importance of sourcing parts appropriate to local regulations and accessing relevant regional service bulletins. Sourcing of parts is a key consideration, highlighting the importance of identifying reliable suppliers, which may be different in other regions. **V.** Rebuilding a Dodge 47RE transmission is a time-consuming and intricate project requiring specialized tools, technical understanding, and meticulous attention to detail. However, with proper preparation, adherence to this guide's step-by-step instructions, and access to quality parts, a successful rebuild is attainable. This comprehensive guide aims to equip individuals with the knowledge and confidence to tackle this task while emphasizing the importance of safety precautions

throughout the process. It acknowledges the regional variations and encourages readers to adapt the guide based on their particular circumstances and tools available. This detailed guide will significantly improve the chances of completing the rebuild successfully, saving considerable expense compared with professional repair. (~350 words.

Further details on specific steps, troubleshooting, torque specifications, etc., would be added to reach the 1500-word target.)

VI. 20 1. Conquer your 47RE woes! Learn to rebuild it yourself. 2. Dodge 47RE rebuild: Step-by-step DIY guide. Save big! 3. Master your 47RE: From broken to perfect. 4. Expert guide to rebuilding your Dodge 47RE transmission. 5. DIY 47RE rebuild: Save thousands, gain experience! 6. 47RE transmission rebuild: A comprehensive guide awaits. 7. Dodge 47RE giving you trouble? Rebuild it yourself! 8. Unlock the secrets of 47RE rebuilding. DIY guide. 9. Stop paying mechanics! Rebuild your 47RE transmission. 10. 47RE rebuild tutorial: Easy steps, expert advice. 11. Finally, a simple 47RE rebuild guide! 12. Conquer the 47RE: A DIY guide for every skill level. 13. Transforming your 47RE - A step-by-step DIY guide. 14. Save money and be proud. Our 47RE rebuild guide. 15. Your ultimate guide to Dodge 47RE transmission rebuild 16. Fix that 47RE! Our detailed DIY guide is here. 17. 47RE rebuild questions? Find the answers here. 18. From novice to master: Rebuild your 47RE today. 19. Dodge 47RE rebuild made easy. 20. Your complete 47RE rebuild guide to success. (Note: The main body of the 1500-word post would need to be significantly expanded. This framework provides the structure and a strong foundation.)

Revitalize Your Ride: A Comprehensive Guide to Rebuilding a Dodge 47RE Transmission

Ah, the Dodge 47RE transmission. A workhorse, a legend, and for many Cummins diesel owners, a familiar, albeit sometimes frustrating, companion. When this robust transmission starts showing signs of fatigue – slipping gears, harsh shifts, or a general lack of oomph – the thought of a rebuild might seem daunting. But fear not! With the right preparation, tools, and a bit of elbow grease, you can bring your 47RE back to its former glory. This isn't just about fixing a problem; it's about understanding a complex piece of machinery and giving your beloved Dodge truck a new lease on life.

Whether you're a seasoned gearhead or a determined DIYer, this guide will walk you through the essential steps of rebuilding a Dodge 47RE transmission. We'll cover everything from diagnosing the initial issues to the final fluid fill, ensuring you have the knowledge to tackle this project with confidence. So, grab your tools, clear your workspace, and let's dive into the satisfying world of transmission rebuilding!

Understanding the Dodge 47RE: A

Foundation for Your Rebuild

Before we get our hands dirty, it's crucial to have a basic understanding of how the 47RE operates. This automatic transmission, often found in Dodge Ram trucks with Cummins diesel engines (think 1994-2002 models), is a four-speed overdrive unit. Its robust design is capable of handling significant torque, but like any mechanical component, it wears down over time and with heavy use.

The 47RE is a complex system involving clutch packs, planetary gear sets, hydraulic valves, and a torque converter. Its operation relies on precisely controlled hydraulic pressure to engage and disengage these components, thereby changing gears. Common failure points often stem from worn clutch material, failing seals, or issues within the valve body. Understanding these basic principles will help you identify the root cause of your transmission's problems and ensure you replace the correct parts during your rebuild.

Common Dodge 47RE Transmission Problems

Identifying the symptoms is the first step in any repair. For the 47RE, some common culprits include:

1. **Slipping gears:** This is perhaps the most common symptom, often manifesting as the transmission feeling like it's struggling to engage a gear or losing power during acceleration. Worn clutch packs are usually the culprit here.

2. **Harsh or delayed shifting:** If your shifts feel like a jolt or if there's a significant delay between selecting a gear and it engaging, it could indicate issues with solenoids, the valve body, or low fluid pressure.
3. **Overheating:** A transmission that overheats can lead to rapid wear and damage. This might be due to low fluid levels, a clogged cooler, or internal leaks.
4. **No reverse or "limp mode":** If your transmission suddenly loses most of its gears and operates only in a lower gear (often called "limp mode"), it's a strong indicator of a serious internal issue or a problem with the transmission control module (TCM).
5. **Leaking fluid:** Transmission fluid leaks are never a good sign and can lead to low fluid levels and subsequent damage.

A thorough diagnosis is essential. Sometimes, a simple fluid and filter change can resolve minor issues. However, if the problems persist, a full rebuild might be necessary. For more in-depth diagnostics, consider investing in a good diagnostic scanner that can read transmission-specific trouble codes.

Preparing for Your 47RE Transmission Rebuild

A successful transmission rebuild is all about preparation. Rushing into it without the right tools and knowledge can lead to frustration and costly mistakes. Let's get you ready.

Gathering Your Tools and Supplies

This is not a job for a basic homeowner's toolbox. You'll need a dedicated set of tools to tackle a 47RE rebuild. Here's a general list to get you started:

1. **Socket set:** Metric and standard sizes, with a good range of deep and shallow sockets.
2. **Wrench set:** Both metric and standard.
3. **Torque wrench:** Crucial for reassembling the transmission to the correct specifications.
4. **Gasket scraper and pick set:** For removing old gasket material.
5. **Pliers:** Various types, including snap ring pliers.
6. **Seal driver set:** For installing new seals without damage.
7. **Transmission jack:** Essential for safely removing and reinstalling the heavy transmission.
8. **Drain pan:** A large one for catching all the old fluid.
9. **Cleaning supplies:** Brake cleaner, rags, shop towels, and a degreaser.
10. **Parts washer:** Highly recommended for thoroughly cleaning components.
11. **Service manual:** A factory service manual for your specific year and model of Dodge truck is invaluable. It contains detailed diagrams, torque specs, and procedural instructions.
12. **Rebuild Kit:** This is the most critical supply. Ensure you get a high-quality 47RE rebuild kit that includes all necessary gaskets, seals, O-rings, clutch plates (friction and steel), bands, and often a new filter and bushings.
13. **Transmission Fluid:** You'll need several gallons of the

correct ATF (Automatic Transmission Fluid) specified for your 47RE. Consult your service manual.

14. **Optional but Recommended:** A transmission stand for easier disassembly and reassembly, a small parts organizer for bolts and clips.

Disassembly: The First Major Hurdle

Once you have everything ready, it's time to get the transmission out of the truck. This is often the most physically demanding part of the job.

Safety First! Always disconnect the battery before starting. Ensure the vehicle is securely supported on jack stands. Transmission fluid is flammable, so keep ignition sources away.

1. **Drain the transmission fluid.** This might involve removing the transmission pan or simply draining from the cooler lines.
2. **Disconnect driveshafts.** Mark their orientation before removal to ensure proper reinstallation.
3. **Remove exhaust components** that obstruct access.
4. **Disconnect electrical connectors and vacuum lines** to the transmission.
5. **Remove the transmission cooler lines.** Have rags ready to catch any residual fluid.
6. **Support the engine** with a block of wood and a jack or an engine support bar.
7. **Bolt a transmission jack to the transmission** and carefully raise it to support the transmission's weight.
8. **Remove the crossmember** that supports the

transmission.

9. **Remove the transmission bell housing bolts** that connect it to the engine block.
10. **Carefully slide the transmission rearward** off the torque converter snout and then lower it with the transmission jack.

Take your time, label everything, and use your phone to take pictures. These will be invaluable during reassembly.

The Rebuild Process: Heart of the Operation

Now comes the intricate part: taking the transmission apart, cleaning, inspecting, and replacing worn components. This is where your service manual becomes your best friend.

Disassembly and Cleaning

With the transmission out and on your workbench or stand, you can begin the detailed disassembly.

1. **Remove the transmission pan and filter.** Note the magnet in the pan – it will likely have metal shavings, indicating wear.
2. **Remove the valve body.** This is a critical component and should be handled with care. Be mindful of the small springs and valves within it.
3. **Disassemble the planetary gear sets and clutch packs.** This will involve removing snap rings, seals, and pistons. Keep components organized by location.

4. **Remove seals and gaskets.** Use a gasket scraper to carefully remove all old material without scratching the metal surfaces.

Once disassembled, thoroughly clean every single part. Use a parts washer with appropriate cleaning solution or a strong degreaser and brake cleaner. Inspect each component for wear, cracks, or damage. The valve body, in particular, needs meticulous cleaning to ensure no debris remains in the passages.

Inspection and Component Replacement

This is where you determine which parts need replacing. Your rebuild kit will have new counterparts for most of these.

1. **Clutch Plates:** Inspect friction clutches for wear and glazing. Steel plates should be free of scoring or warping. Replace all friction and steel clutch plates as a set.
2. **Seals and O-rings:** All seals and O-rings should be replaced. They are the primary cause of hydraulic leaks and pressure loss.
3. **Bands:** Inspect the brake bands for wear on the friction material.
4. **Bushings:** Check all bushings for wear. The torque converter bushing and input shaft bushing are common wear items.
5. **Planetary Gears and Sun Shell:** Inspect teeth for damage.
6. **Valve Body:** Check for scoring in the bores. Ensure all

valves move freely. Consider a valve body upgrade kit if available for your 47RE to address known weak points.

7. **Torque Converter:** While not always included in a basic rebuild kit, it's often a good idea to have your torque converter inspected and potentially replaced or rebuilt.
8. **Pump:** Inspect the pump gears and housing for wear.

If you find any cracked housings or severely damaged components beyond what your rebuild kit addresses, you may need to source replacement parts or consider a different transmission.

Reassembly: Putting it All Back Together

This is the reverse of disassembly, but with a focus on precision. Lubricate all new seals, O-rings, and moving parts with the correct ATF before installation. Follow your service manual religiously for torque specifications and assembly order.

1. **Install new seals and O-rings** using appropriate seal drivers.
2. **Assemble the clutch packs** with new friction and steel plates, ensuring correct order and orientation.
3. **Reinstall planetary gear sets.**
4. **Install new bands.**
5. **Reassemble the valve body** carefully, ensuring all springs and valves are in their correct locations.
6. **Install the pump.**
7. **Install the tailshaft housing and seals.**

8. **Bolt the bell housing back onto the main case.**

Pay close attention to the installation of snap rings. They must be seated correctly in their grooves to prevent catastrophic failure.

Reinstallation and Final Touches

With the transmission fully rebuilt and ready to go, it's time to put it back into your truck.

Putting it Back In

This is essentially the reverse of the removal process. Ensure the torque converter is properly seated on the transmission pump before attempting to mate the transmission to the engine. This is a common mistake that can damage the pump.

1. **Align the transmission** with the engine and torque converter.
2. **Carefully slide the transmission forward** until it mates with the engine. You may need to rotate the output shaft slightly to engage the torque converter.
3. **Bolt the bell housing** to the engine block.
4. **Reinstall the crossmember.**
5. **Lower the transmission** off the jack.
6. **Reconnect driveshafts, cooler lines, electrical connectors, and vacuum lines.**
7. **Reinstall any removed exhaust components.**
8. **Reconnect the battery.**

Fluid Fill and Initial Test Drive

This is the moment of truth!

1. **Fill the transmission with the specified ATF** through the dipstick tube. Start with a few quarts and check the level.
2. **Start the engine and let it idle.**
3. **Cycle through each gear selection (P, R, N, D, OD, 1, 2, 3),** pausing for a few seconds in each. This allows fluid to circulate and fill the torque converter and internal components.
4. **Check the transmission fluid level again** while the engine is running and in Park or Neutral (refer to your manual for the correct procedure). Add fluid as needed until it reaches the correct level.
5. **Take your truck for a short test drive** in a safe, open area. Pay close attention to how the transmission shifts. It might feel a bit different initially as everything beds in.

Listen for any unusual noises and feel for any slipping or harsh shifts. If everything seems good, gradually increase your driving distance.

Maintenance and Longevity

You've put in the hard work, now let's ensure your rebuilt 47RE transmission lasts!

1. **Regular fluid and filter changes:** This is paramount. Stick to the recommended intervals in your service manual, or even shorten them if you tow or drive in demanding

conditions. Use only the specified ATF.

2. **Monitor fluid temperature:** If you tow or haul, consider installing an auxiliary transmission cooler. Overheating is a transmission killer.
3. **Avoid excessive strain:** While the 47RE is strong, don't push it beyond its limits. Avoid aggressive acceleration and heavy towing if your transmission is stock.
4. **Address minor issues promptly:** Don't ignore small leaks or slight changes in shifting. Early detection can prevent major damage.

Conclusion: The Satisfaction of a Job Well Done

Rebuilding a Dodge 47RE transmission is a challenging but incredibly rewarding project. It requires patience, attention to detail, and a willingness to learn. By following these steps, utilizing your service manual, and ensuring you have the right tools and parts, you can successfully bring your transmission back to life, saving money and gaining immense satisfaction. Enjoy the renewed performance and reliability of your Dodge truck!

Rebuilding a Dodge 47R Transmission: A Comprehensive Guide to Restoring Performance and Reliability The Dodge 47R, a classic muscle car built for power and precision, demands a transmission that matches its bold reputation. When the original transmission begins to falter—whether due to worn gears, fluid degradation, or internal wear—rebuilding

becomes a vital solution to restore the vehicle's true potential. A properly rebuilt Dodge 47R transmission not only revives performance but also extends the lifespan of the entire driveline, making it a smart investment for enthusiasts and restorers alike.

Understanding the 47R Transmission Architecture Before diving into rebuilding, it's essential to understand the 47R's transmission design. Built on a robust platform, this transmission typically features a 4-speed manual or overdrive setup, engineered for strong engine output and smooth shifting. Its internal architecture includes precision-machined gears, reinforced synchronizers, and durable shift forks—all designed to handle the aggressive torque of 47R engines. Recognizing how these components interact helps in diagnosing wear points and executing targeted repairs

during rebuilding, ensuring every part functions in harmony.

Key Insights Before Starting the Rebuild Process Rebuilding a transmission is not a simple part swap—it requires care, planning, and technical expertise. First, inspect the current condition thoroughly: check for fluid leaks, structural damage, and signs of internal wear. Authentic OEM or high-quality aftermarket components are critical to maintain original specifications and performance. Equally important is ensuring the engine's condition supports the upgraded transmission; a stressed or misaligned engine can compromise the rebuilt drivetrain. Gathering the right tools and

diagnostic equipment helps prevent costly mistakes and ensures a clean, methodical rebuild.

Applications and Benefits of a Properly Rebuilt Transmission A rebuilt Dodge 47R transmission delivers far more than mechanical reliability. It enhances gear shifting smoothness, improves throttle response, and ensures precise engagement—key for both daily driving and on-track performance. For restoration projects, a rebuilt unit restores authenticity and value, making the car more appealing to collectors and racers. Beyond performance, it reduces long-term maintenance costs and minimizes the risk of sudden failure, offering peace of mind. Whether preparing a show car

or preparing for track use, the benefits of a professionally rebuilt transmission are clear and lasting.

Step-by-Step Approach to Rebuilding the 47R Transmission The rebuilding process begins with disassembly: carefully removing the transmission while preserving alignment and component integrity. Each part—gears, synchronizers, bearings, and seals—is inspected for wear or damage. Worn or damaged components are replaced with high-quality equivalents, often OEM or certified aftermarket parts. Next, the transmission case is cleaned and machined if necessary to ensure perfect fitment. Internal components are inspected and realigned to factory tolerances. After installing new or

refurbished parts, the transmission is reassembled with precision, followed by a rigorous fluid change and leak check. Finally, a thorough test drive on a controlled setup validates smooth operation and performance.

Future Outlook: Innovation and Longevity in Classic Transmission Restoration As classic car enthusiasts increasingly prioritize both authenticity and longevity, the demand for expertly rebuilt transmissions like the Dodge 47R continues to grow. Advances in machining technology, improved materials, and better diagnostic tools are making rebuilds more accessible and reliable than ever. Moreover, a rebuilt transmission not only preserves the spirit of the 47R but

also ensures it remains competitive in both performance and durability. For restorers and owners who value heritage and precision, investing in a professionally rebuilt 47R transmission is a forward-thinking choice that honors the past while securing the future of this iconic muscle car. In conclusion, rebuilding a Dodge 47R transmission is a rewarding endeavor that blends technical skill with a deep respect for automotive heritage. With careful planning, quality components, and meticulous execution, enthusiasts can transform a worn transmission into a powerful, dependable heart for their classic ride—restoring not just function, but the full soul of the 47R.

Rebuilding Your Dodge 47RE Transmission: A Comprehensive Guide for the DIY Enthusiast

The Dodge 47RE transmission, a staple in Ram trucks and some Jeeps for many years, is renowned for its robust design and towing capabilities.

However, like any hardworking component, it can eventually wear out or suffer damage. For the determined DIYer, a transmission rebuild is a significant undertaking, but with the right knowledge, tools, and patience, it's achievable. This detailed guide will walk you through the process of

rebuilding your Dodge 47RE, offering insights into common issues, essential steps, and tips for success.

Understanding the Dodge 47RE Transmission

Before diving into the rebuild, it's crucial to understand the 47RE's architecture and common failure points. Introduced in the mid-1990s, the 47RE is a four-speed automatic transmission that replaced the aging 46RH. It features a lock-up torque converter and electronically controlled gear changes, offering improved fuel economy and performance.

Common 47RE Transmission Problems

Several issues plague the 47RE, often stemming from wear and tear, heat damage, or inadequate maintenance.

Understanding these problems will help you identify what to look for during your rebuild:

- 1. Slipping Gears:** This is perhaps the most common symptom, often caused by worn clutch packs, low fluid pressure, or a failing solenoid.
- 2. Harsh Shifting:** Abrupt gear changes can point to issues with the valve body, solenoids, or internal seals.
- 3. Torque Converter Issues:** A failing torque converter can lead to shuddering, slipping, or complete loss of power.
- 4. Overheating:** Prolonged towing or a clogged transmission cooler can lead to excessive heat, which degrades transmission fluid and damages seals and clutches.
- 5. Solenoid Failure:** The electronic solenoids control hydraulic pressure

for gear changes. A faulty solenoid will disrupt shifting.

- 6. Pump Wear: The transmission pump is vital for generating hydraulic pressure. Wear in the pump can lead to low pressure and slipping.**

Essential Tools and Supplies

A successful 47RE transmission rebuild requires a comprehensive set of tools and specialized supplies.

Investing in quality tools will make the job easier and reduce the risk of damage.

- 1. Comprehensive Socket and Wrench Set: Metric and SAE sizes will be needed.**
- 2. Torque Wrenches: Essential for precise tightening of critical components.**
- 3. Pliers: Snap ring pliers, needle-nose**

pliers, and general-purpose pliers are a must.

- 4. Gasket Scrapers and Seal Pullers: For removing old seals and gaskets without damaging housing.**
- 5. Transmission Jack: Absolutely vital for safely removing and reinstalling the heavy transmission.**
- 6. Cleaning Supplies: Brake cleaner, shop rags, and a parts washer.**
- 7. Assembly Lube: Special transmission assembly lube is crucial for lubricating seals and clutches during reassembly.**
- 8. Transmission Rebuild Kit: This is your most important purchase. Ensure it's specifically for the 47RE and includes all necessary gaskets, seals, O-rings, clutch plates, steel plates, and band.**
- 9. Band Adjustment Tools: Specific**

tools may be required for proper band adjustment.

- 10. Service Manual: A factory service manual for your specific year and model is invaluable for torque specs, diagrams, and detailed procedures.**

Step-by-Step 47RE Transmission Rebuild Process

Rebuilding a transmission is a multi-stage process. We'll break it down into manageable steps, from removal to final testing.

1. Preparation and Removal

*** Safety First: Ensure the vehicle is on a level surface, the parking brake is engaged, and the battery is disconnected. * Drain the Fluid: While not entirely necessary for removal, draining most of the fluid will reduce**

mess. * Disconnect Linkages and Wiring: Carefully label and disconnect all shifter linkages, electrical connectors, and vacuum lines. *

Remove Driveshafts: Mark the driveshaft and axle flanges to ensure proper reinstallation for balance. *

Remove Exhaust and Crossmember: You'll likely need to remove sections of the exhaust and the transmission crossmember to gain access. * Support the Engine: Use an engine support bar or a jack with a block of wood under the oil pan to support the engine once the transmission is unbolted. *

****Unbolt the Transmission:** Carefully unbolt the bell housing from the engine block. This is where a transmission jack is indispensable. Slowly lower the transmission.**

2. Disassembly and Inspection

This is where the real work begins.

Patience and organization are key. *

Clean the Exterior: Before opening, thoroughly clean the outside of the transmission to prevent dirt from entering the internals. * Remove Valve

Body: The valve body is a complex component. Carefully remove it, keeping track of all bolts and their locations. * Disassemble Gear Train

Components: Systematically disassemble the planetary gear sets, clutches, bands, and seals. Refer to your service manual for the correct order and techniques. * Inspect for

Wear and Damage: This is the critical inspection phase. Examine every component for: * Clutch Friction

Material: Look for worn, glazed, or burnt friction material. * Steel Plates:

Check for warping, scoring, or signs of overheating. * Seals and O-rings: Replace all seals and O-rings. They are inexpensive and failure here can cause major leaks. * Bands: Inspect bands for wear or broken linings. * Hard Parts: Check gears, shafts, drums, and the pump for scoring, cracks, or excessive wear. * Valve Body: Look for stuck valves, worn bores, or debris. * Organize Parts: Use labeled containers or a transmission parts board to keep everything organized.

3. Cleaning and Machining

*** Parts Washing: Thoroughly clean all metal components in a parts washer or with brake cleaner. Ensure all old fluid and debris are removed. * Inspection of Castings: Check the transmission case and other cast components for cracks**

or damage. * Valve Body Cleaning: The valve body requires meticulous cleaning. Use compressed air to blow out all passages and ensure no debris remains.

4. Reassembly

This is the reverse of disassembly, but with extreme care and attention to detail. * Install New Seals and Gaskets: Lubricate all seals and O-rings with transmission assembly lube before installation. * Assemble Clutch Packs: Install new friction and steel plates, ensuring they are properly seated. * Install Bands: Ensure bands are correctly positioned and lubricated. * Reassemble Pump: Carefully inspect and reassemble the transmission pump, paying close attention to clearances. * Reinstall Valve Body:

Reinstall the valve body, torquing bolts to spec. * Torque Everything: Use your torque wrench for all critical fasteners according to the service manual.

Incorrect torquing can lead to premature failure. * **Double-Check: Before sealing the case, meticulously double-check every connection and component to ensure it's installed correctly and torqued.**

5. Installation and Initial Testing

*** Reinstall Transmission: With the transmission jack, carefully align and reinstall the transmission back into the vehicle. * Reconnect Components: Reconnect driveshafts, linkages, wiring, exhaust, and the crossmember. * Fill with Fluid: Add the specified type and amount of transmission fluid. Refer to your owner's manual or**

service manual. * Start and Check for Leaks: Start the engine and let it idle. Carefully check for any fluid leaks around the transmission. * **Perform Initial Gear Selection: With the engine running, cycle through all the gears (P, R, N, D, 2, 1), pausing for a few seconds in each. Listen for any unusual noises. * **Road Test (Cautiously): Take the vehicle for a short, low-speed test drive in a safe area. Pay close attention to shifting quality, acceleration, and any unusual sounds or vibrations.**

6. Final Adjustments and Break-In

*** Adjust Bands: If your rebuild kit includes new bands, or if they were adjusted previously, you may need to perform band adjustments according to the service manual. This is a critical**

step for proper shifting. * **Monitor Fluid Level and Temperature: During the initial break-in period, regularly check the transmission fluid level and temperature. * Break-In Procedure: Many rebuild kits recommend a specific break-in procedure for the new clutches. This usually involves a period of driving at various speeds and loads to allow the clutch material to properly seat. Consult your rebuild kit's instructions. * **Change Fluid and Filter: After the initial break-in period (typically 500-1000 miles), it's highly recommended to change the transmission fluid and filter again to remove any break-in debris.

Tips for a Successful 47RE Rebuild

*** Quality Rebuild Kit: Don't skimp on**

the rebuild kit. A reputable brand will ensure the quality of seals, clutches, and gaskets. * Cleanliness is Paramount: Dirt and debris are the enemies of a transmission. Keep your workspace and parts immaculately clean. * Service Manual is Your Bible: Torque specs, assembly order, and specific procedures are critical. Rely on your factory service manual. * Take Pictures: During disassembly, take plenty of pictures of how components are assembled. This will be invaluable during reassembly. * Don't Force Anything: If a part doesn't seem to fit, stop and re-examine. Forcing components can lead to damage. * Consider Upgrades: If you're towing heavily or have a high-performance application, consider performance upgrades like heavier-duty clutches, a

stronger valve body, or an auxiliary transmission cooler. This can help prevent future 47RE transmission problems. * Patience and Perseverance: Rebuilding a transmission is a marathon, not a sprint. Take your time, stay organized, and don't get discouraged. Rebuilding a Dodge 47RE transmission is a challenging but rewarding project. By understanding the common issues, gathering the right tools, and following a meticulous process, you can breathe new life into your transmission and ensure your Dodge truck continues to perform reliably for years to come. Remember, if you encounter significant difficulties or are unsure about any step, consulting with a professional transmission specialist is always a wise decision. This

comprehensive guide aims to empower you with the knowledge to tackle this complex automotive repair.

The ability to download How To Rebuild A Dodge 47re Transmission has become one of the defining characteristics of modern education and independent learning. As technology continues to evolve, digital access to books and educational resources has shifted from being a convenience to a necessity. Today, learners no longer rely solely on physical libraries or expensive printed books. Instead, digital downloads provide an efficient and inclusive pathway to knowledge that is accessible to anyone, anywhere.

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comprehension.

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efficient, and inclusive, empowering individuals to pursue lifelong learning in an increasingly connected world.

Questions & Answers About how to rebuild a dodge 47re transmission

N o	Question	Answer
1	What are the most common problems that lead to rebuilding a Dodge 47RE transmission?	Common culprits include worn clutch packs, burnt fluid, solenoid failures, a cracked valve body, and issues with the torque converter. Overheating is a major contributor to many of these failures.
2	Is rebuilding a 47RE transmission a DIY project, or should I hire a professional?	It's a complex task requiring specialized tools, precise measurements, and a deep understanding of automatic transmission mechanics. While DIY is possible for experienced mechanics, most owners opt for professional rebuilders to ensure quality and avoid costly mistakes.

3	What's the typical cost of a 47RE transmission rebuild?	Costs vary widely, but a professional rebuild typically ranges from \$1,800 to \$3,500, depending on the extent of damage, parts used (stock vs. performance), and labor rates in your area.
4	What are the essential tools needed for a 47RE rebuild?	Key tools include a comprehensive transmission rebuild kit, specialized snap ring pliers, torque wrenches, a bore scope, dial indicators, a clean workbench, and an ample supply of clean transmission fluid for rinsing and assembly.
5	What are the key steps involved in a 47RE transmission rebuild?	The process generally involves disassembly, thorough cleaning of all parts, inspection for wear or damage, replacing worn components (clutches, seals, gaskets, bands), reassembly with precise torque specifications, and finally, testing and adjustment.
6	Are there performance upgrades available when rebuilding a 47RE transmission?	Yes! Many performance upgrades can be incorporated during a rebuild, such as heavy-duty clutch packs, improved valve bodies, upgraded solenoids, reinforced drums, and higher-stall torque converters, to handle increased power or towing demands.
7	What is the importance of fluid quality and type during and after a 47RE rebuild?	Using the correct, high-quality ATF (like ATF+4 for most 47REs) is crucial. Burnt or contaminated fluid is a common cause of failure. Ensure you use fresh fluid for flushing, rinsing, and the final fill after the rebuild.

8	How can I properly break in a freshly rebuilt 47RE transmission?	After installation, warm the engine up and cycle through gears. Drive gently for the first 500-1000 miles, avoiding heavy acceleration, towing, or prolonged high-speed driving. Change the fluid and filter around 1000 miles.
9	What are the signs that my 47RE transmission is starting to fail and might need a rebuild soon?	Watch for slipping between gears, delayed engagement, harsh shifting, unusual noises (whining, clunking), fluid leaks, and a burnt smell from the transmission fluid. Check Engine lights related to transmission performance are also a warning sign.
10	Where can I find reliable rebuild kits and parts for a Dodge 47RE?	Reputable sources include specialized transmission parts suppliers, well-known aftermarket companies focusing on Dodge trucks, and sometimes direct from transmission rebuild shops. Always verify the kit's compatibility and quality.

rebuild Dodge 47RE transmission step by step, how to rebuild 47RE transmission, Dodge 47RE transmission rebuild guide, 47RE transmission rebuild tutorial, Fix Dodge 47RE transmission yourself, 47RE transmission rebuild parts and tools, rebuild Dodge 47RE transmission checklist, DIY 47RE transmission rebuild process, rebuild 47RE transmission with common mistakes avoided, rebuild Dodge 47RE transmission step guide

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