

Mag-Hytec

06/27/22

Installation Recommendations

DODGE 68RFE TRANSMISSION PAN

Please read these instructions and parts list completely before installing this new transmission pan. Consult your owner's or shop manual for transmission fluid requirements.

TOOLS REQUIRED

8mm / 10mm socket wrench and driver (for removing the old cover)
5mm Allen bit with a 3/8-ratchet drive (5mm Allen key is furnished)
3/16 Allen bit with a 3/8-ratchet drive (3/16 Allen key is furnished)
5/16 Allen bit with a 3/8-ratchet drive (5/16 Allen key is furnished)
3/8-drive torque wrench
Gasket scraper
Smooth flat file by 8 to 12 in. long
Oil drain pan (minimum 12 Qt. capacity)
2007 up ATF+4 or (**“LE” 7500 Monolec Power Fluid for severe service and HD Applications.**)

PARTS CONTENT

<u>Number</u>	<u>Quantity</u>	<u>Item</u>
1.	1	Mag-Hytec Transmission Pan with a Transtar fiber gasket (it's brown but not cork)
2.	16	6mm X 25mm zinc plated Allen head cap screws <u>Torque 7-9 ft lbs (105 in lbs)</u>
3.	16	6mm stainless AN washers
4.	1	Drain plug assembly with magnet and <u>O-ring ARP 568-910</u> (installed)
5.	1	1/8 pipe plug SS (for optional temperature sender not included) Drain plug and 1/8 pipe plug (<u>Tighten with two fingers using the short side of allen wrench</u>)

A word of caution to the installer / vehicle owner:

The Mag-Hytec pan is designed to fit the factory Dodge #68RFE transmission body as supplied as original equipment. However, in some applications, or because of the use of certain factory options and/or after market equipment, there may be clearance problems between your Mag-Hytec pan and other vehicle components. It is the responsibility of the vehicle owner and installer to ensure that there is no contact between the pan and other moving or fixed vehicle components. **Contact with any vehicle component or the modifying of the Mag-Hytec pan voids the warranty. Mag-Hytec assumes no liability, expressed or implied, for damage or injury to persons or property.**

DODGE #68RFE TRANSMISSION PAN

Installation:

1. **Park your vehicle on level ground and apply the parking brake.** Use jack stands if the vehicle must be raised.
2. Position a large drain pan under the transmission to catch the fluid.
3. Starting at the rear, remove the 15 existing pan bolts. (Leave two bolts loose to hold pan from falling and making a huge mess.)
4. Using a gasket scraper, start at the rear of the pan and carefully (so as not to gouge the transmission case) insert between the existing pan and transmission housing and pry the old pan off. Tilt pan to cause fluid to flow into drain pan and remove last bolts.
5. Allow all of the old oil to drain.
6. Using a gasket scraper, carefully remove all of the old gasket material (dried silicone) from the transmission case.
7. Use clean lint free rags to clean the transmission case gasket surface. The surface must be clean and flat for the gasket to seal.
8. Before installing the new Mag-Hytec pan, check the gasket-mating surface on the transmission case for dents, irregularities, or gouges. Should any exist, carefully remove the high spots using a smooth flat file. **BE CAREFUL NOT TO “ROUND OFF” THE FLAT GASKET SURFACE.**
9. **Remove the filter and replace it with a stock #68RFE Dodge filter** (Dodge Part #5013470AC, or Transtar #72010B.) A Transtar Part #72300F reusable gasket is preferred for all 68RFE bodies. (The cork gasket does not work well with aluminum to aluminum.) (The Factory reusable gasket is not recommended by Mag-Hytec.)
10. Apply a thin layer of ATF trans oil to the Mag-Hytec Drain plug O-ring.
11. Align the bolt holes and install the 15 cap screws and washers until they are installed “finger tight.”
12. Using a 5mm hex bit and 3/8 drive torque wrench, torque the zinc plated allen cap screws to **(7-9 ft lbs) or (105 in lbs)** in a “cross tight” pattern. **SEE Appendix** on page 3**
13. **Check** the drain plug and 1/8 pipe plug for tightness. If you are going to install a temperature sender, do so at this time. Remove the 1/8 pipe plug and install the sender in its place. **Be Sure To Use LPS All Purpose Anti-Seize or equal On The Sender's Pipe Threads. "TIGHTEN" both the DRAIN PLUG and 1/8 PIPE PLUG TO (Tighten with two fingers using the short side of allen wrench) DO NOT OVER TIGHTEN.**
14. Remove the dipstick and add in the new ATF or **(“LE” 7500 Monolec Power Fluid for severe and HD applications.)** The Mag-Hytec #68RFE (Deep pan) holds 2 1/2 qts more than stock. Fill to full line on dipstick.

DODGE #68RFE TRANSMISSION PAN

Maintenance:

The Mag-Hytec pan is constructed of high quality aircraft aluminum and has a powder-coated finish. The bolts are zinc plated Allen head screws and the washers are stainless steel. These components require no maintenance.

We suggest you follow the manufacturer's recommendations for the transmission service intervals. You may drain your transmission oil without removing the Mag-Hytec pan. However, we recommend you remove the pan and change the filter at every transmission oil change. You may notice "fuzzy" metallic particles on the magnetic drain plug. This is normal wear. (If you notice any larger chips of metal on the magnetic portion of the plug, further inspection should be performed. We suggest that: This inspection be performed by a professional mechanic who specializes in automatic transmissions.) Remember to clean the drain plug assembly prior to reinstallation. Apply a thin layer of oil to the drain plug O-ring and reinstall. **(Tighten with two fingers using the short side of Allen wrench) DO NOT OVER TIGHTEN.**

Follow the procedure for filling the transmission.

When it's time to service your transmission, **DO NOT USE ANYTHING TO "PRY" THE PAN FROM THE TRANSMISSION CASE that will damage the gasket surface. If you do damage the surface, use a mill smooth file carefully.**

We at Mag-Hytec invite your comments and suggestions. We are continually looking for better ways to provide the highest level of products and service for our customers. You may submit your comments and suggestions by writing or calling our office at:

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****Appendix for tightening gasket and fill instructions**

Torque all bolts in a cross pattern to **(7-9 ft. lbs.)** wait 10 minutes and repeat torque in a circular pattern. Recheck torque after 10 minutes. If any move wait, 10 min. and repeat until no bolts move.

After torque sequence is complete, then you can introduce fluid and fill to stock level on dipstick