

Technical Service Bulletin (TSB)
Replace K1 Clutch / Input Shaft Assembly

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|---------------------------|--|--------------|-------------|--|-----------|
| REFERENCE: | TSB: 21-039-26 GROUP: 21 - Transmission and Transfer Case | Date: | May 8, 2026 | REVISION: | 21-051-24 |
| VEHICLES AFFECTED: | <p>2019 - 2023 (DD) RAM 3500 Cab Chassis 2019 - 2023 (DP) RAM 4500/5500 Cab Chassis 2019 - 2023 (D2) RAM 3500 Pickup This bulletin applies to vehicles built on or before December 01, 2022 (MDH 1201XX) equipped with a 6SPD Auto Aisin AS69RC HD Transmission (Sales Code DF2) or a 6SPD Auto Aisin AS66RCHD Trans (Sales Code DF3). For 2019 - 2021 MY vehicles, this Technical Service Bulletin (TSB) only applies to vehicles that have had a complete NEW transmission replaced between 02/01/2022 and 12/18/2022.</p> | | | <p>MARKET APPLICABILITY:</p> <p><input checked="" type="checkbox"/> NA <input type="checkbox"/> MEA <input type="checkbox"/> SA <input type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH</p> <p>NOTE: **This bulletin applies to the North America market.**</p> | |
| CUSTOMER SYMPTOM: | <p>Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set the following Diagnostic Trouble Code (DTC):</p> <ul style="list-style-type: none"> • P0731-00 - Gear 1 Shift Incorrect Ratio (This DTC will set during a key cycle and shifting into Drive). <p>Customers must also comment on the following:</p> <ul style="list-style-type: none"> • The transmission will not shift into or out of 1st - 4th gears. 5th and reverse gears are still available. | | | | |
| CAUSE: | K1 clutch manufacturing issue that results in a loss of torque transfer for lower gears 1, 2, 3 and 4. | | | | |

This bulletin supersedes Technical Service Bulletin (TSB) 21-051-24, date of issue September 27, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include a new market note, LOP time, Part, note and an updated Repair Procedure and note.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-137, date of issue September 27, 2024. All applicable RSU VINs have been loaded. To verify this RSU service action is applicable to the vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. All repairs are reimbursable within the provisions of warranty.

REPAIR SUMMARY:

This bulletin involves replacing the K1 clutch and possibly the K1 input shaft drum sub-assembly. These repairs are to be performed **only if the vehicle is inoperable** due to K1 clutch failure.

CLAIMS DATA:

| Labor Operation No: | Labor Description | Skill Category | Labor Time |
|---------------------|--|------------------------------------|---------------------|
| 21-00-0A-91 | K1 Clutch / Input Shaft Assembly - Inspect and Replace Sub-Assembly (3 - Highly Skilled) | 2 - Transmission and Transfer Case | **3.8 Hrs.** |
| Failure Code | ZZ | Service Action | |

OPTIONAL LOPS:

| Labor Operation No: | Labor Description | Skill Category | Labor Time |
|---------------------|---|------------------------------------|------------|
| 21-00-0A-62 | Two Piece Propeller Shaft Equipped (3 - Highly Skilled) | 2 - Transmission and Transfer Case | 0.1 Hrs. |
| 21-00-01-69 | DEF Equipment 2500-3500 4x4 pick-up only (3 - Highly Skilled) | 2 - Transmission and Transfer Case | 0.1 Hrs. |
| 21-00-0A-60 | 4x4 Equipped (3 - Highly Skilled) | 2 - Transmission and Transfer Case | 0.4 Hrs. |

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/ Service Library, verify all related systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed above are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

If the customer describes any of the symptoms listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

| Description | Ref. No. | Notes |
|----------------------|----------|-------|
| wiTECH or Equivalent | – | |
| End-Play Tool Set | 8266B | |
| Dial Indicator | C-3339A | |
| Slide Hammers | C-3752 | |
| Puller Adapters | 9981 | |

SPARE PARTS:

| Qty | Part No. | Description | Notes |
|--------|------------|---|---|
| 1 (AR) | 68637534AA | K1 Clutch Kit, Automatic Transmission - Input - DIESEL | |
| 1 (AR) | 68637535AA | K1 Clutch Kit, Automatic Transmission - Input - GAS | |
| 6 | 06511777AA | Bolt, Hex Head - M12 X 1.50 X 17.80 – Torque Converter to Flexplate - DIESEL | |
| 6 | 06508406AA | Bolt, Torque Converter to Flexplate - GAS | |
| (AR) | 06506497AA | Bolt, Front Or Rear Driveshaft | Use Star Parts to determine applicability by VIN |
| (AR) | 06509166AA | Bolt, Front Or Rear Driveshaft | Use Star Parts to determine applicability by VIN |
| (AR) | 05019061AB | MOPAR® High Temp Grease | |
| (AR) | 05189966AD | ASRC ATF (Quart) | See Caution |
| 1 (AR) | 68085955AA | Gasket, Drain Plug | |
| 1 (AR) | 68253940AA | Ring, Oil Seal | |
| 1 (AR) | 68244579AA | O-Ring | |
| 1 (AR) | 68244638AA | Gasket, Oil Pump | |

CAUTION!

A unique transmission fluid has been developed for this transmission. This fluid is **NOT** compatible with ATF+4 or any other current FCA US LLC transmission fluid. For specifics about this unique fluid see Fluids, Lubricants And Genuine Parts.

NOTE: If a failure has occurred or symptoms are present, complete the repair using the K1 Clutch Kit. Do not use the Clutch Kits for proactive repairs.

SPARE PARTS REPLACED ONLY IF NECESSARY:

| Qty | Part No. | Description | Notes |
|------|------------|--|----------------------------------|
| (AR) | 68456960AA | K1 Clutch Hub | Replace Only If Necessary |
| (AR) | 68253813AB | Race, K1 Thrust Bearing Number Two | Replace Only If Necessary |
| (AR) | 68253770AA | Roller, K1 Thrust Bearing Number Two | Replace Only If Necessary |
| (AR) | 68254056AB | K2 Clutch Hub | Replace Only If Necessary |
| (AR) | 68253772AA | K2 Thrust Bearing Number Three | Replace Only If Necessary |
| (AR) | 68253814AA | Race, Selectable Thrust Bearing - 0.81 mm - Diesel | Replace Only If Necessary |
| (AR) | 68253815AA | Race, Selectable Thrust Bearing - 1.10 mm - DIESEL | Replace Only If Necessary |
| (AR) | 68253816AA | Race, Selectable Thrust Bearing - 1.60 mm - DIESEL | Replace Only If Necessary |
| (AR) | 68269548AA | Race, Selectable Thrust Bearing - 0.81 mm - GAS | Replace Only If Necessary |
| (AR) | 68269549AA | Race, Selectable Thrust Bearing - 1.10 mm - GAS | Replace Only If Necessary |
| (AR) | 68269550AA | Race, Selectable Thrust Bearing - 1.60 mm - GAS | Replace Only If Necessary |

REPAIR PROCEDURE:

1. ****Disconnect and inspect the XY107A harness connector for any signs of water intrusion or pin damage.**

NOTE: If any damage is found complete the appropriate repair following normal warranty repair methods and file a claim through warranty channels.**

2. Remove the transmission and **DISCARD** the torque converter bolts. Refer to the detailed service procedures available in DealerConnect/Service Library under: 21 - Transmission and Transfer Case / Automatic - AS69RC / Removal **or** refer to the detailed service procedures available in DealerConnect/Service Library under: 21 - Transmission and Transfer Case / Automatic - AS66RC / Removal.
3. Place the transmission manual shift lever into the park lock position.
4. Plug all openings and clean the exterior of transmission with a water soluble solvent, or a pressure washer.

5. Remove oil pan drain plug [Fig. 1](#) and drain fluid from transmission pan. **DISCARD** the drain plug gasket.

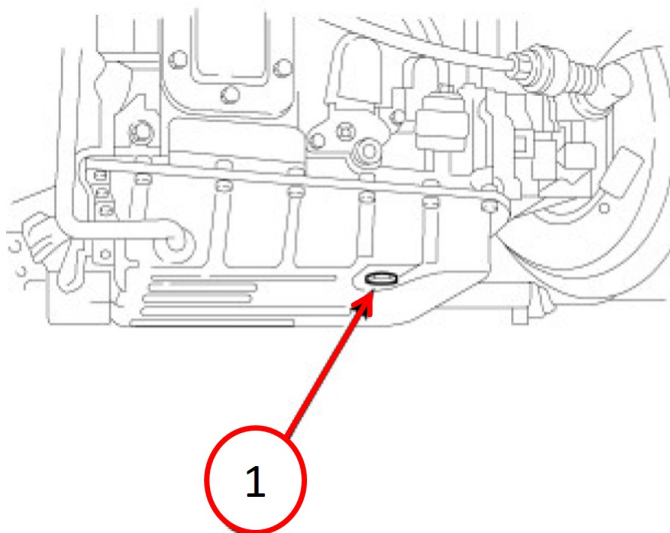


Fig. 1
Oil Pan Drain Plug

1 - Transmission Oil Drain Plug

DANGER! Be certain the transmission is secure when removing the torque converter, the torque converter is very heavy. Failure to follow these instructions may result in personal injury or may be fatal.

6. Remove the torque converter from the transmission [Fig. 2](#).

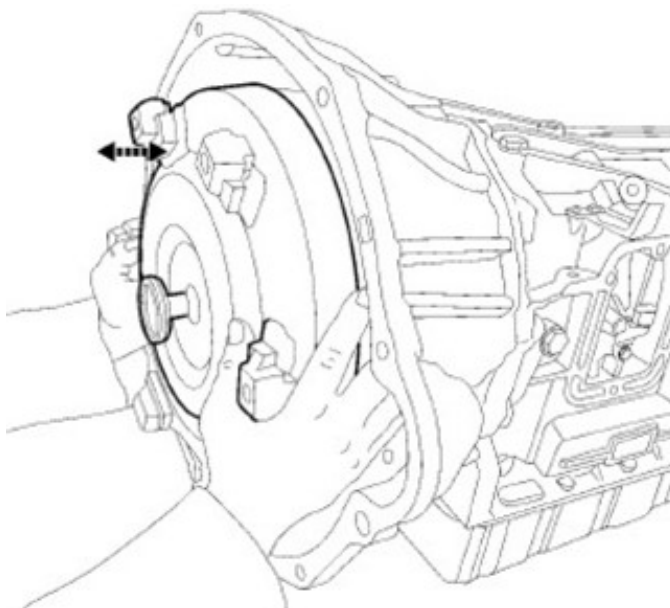


Fig. 2
Removing Torque Converter

NOTE: Gear train end play is a critical pre-disassembly check to help determine the condition of the transmission. An end play reading greater than specification (larger gap) indicates that a bearing or thrust plate is either missing, worn or has disintegrated, in which case there will be debris found in the transmission oil pan.

- Using special tools Adapter Socket, End Play 8266-22 and the handle from End-Play Tool Set 8266B and Dial Indicator C-3339A, measure and record the input shaft end-play [Fig. 3](#).

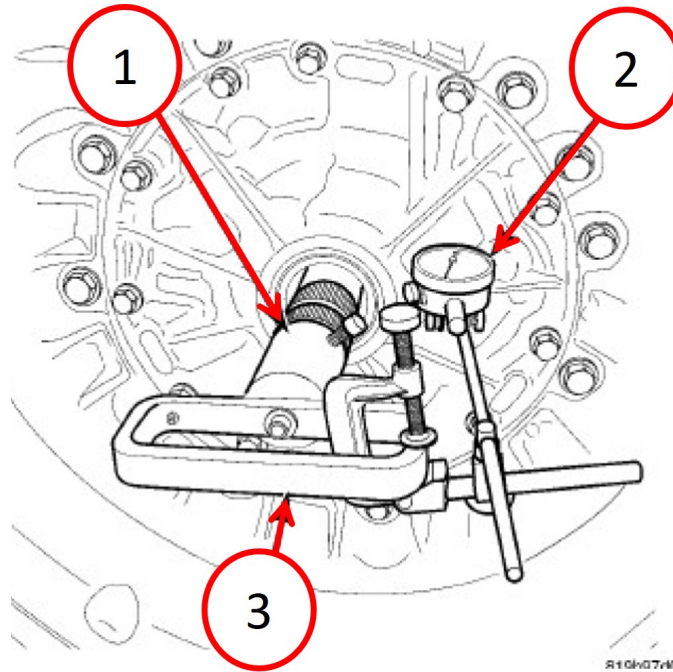


Fig. 3
Recording The Input Shaft End-Play

- 1 - 8266-22
- 2 - 8266B
- 3 - C-3339A

NOTE: Support the bottom of the transmission case before removing the torque converter housing.

- Remove the bolts securing the torque converter housing to the transmission case and remove the housing [Fig. 4](#).

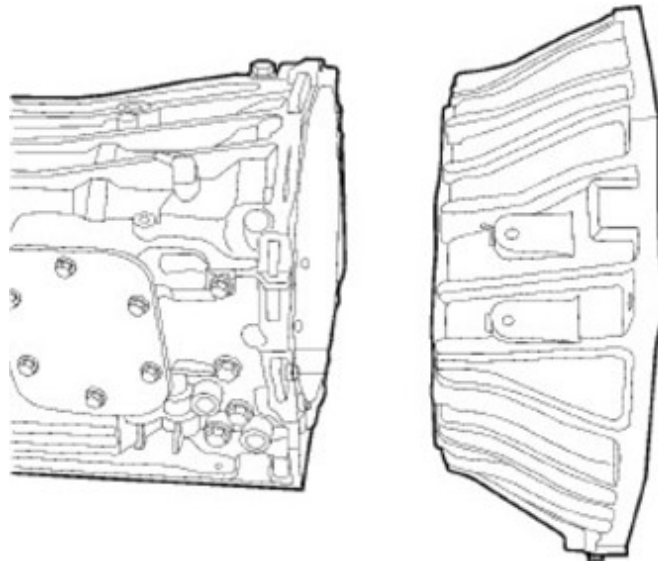


Fig. 4
Torque Converter Housing And Transmission Case

9. Remove the bolts securing the oil pump to the transmission case and use Slide Hammers C-3752 with Adapters 9981 to remove the oil pump assembly from the transmission spline [Fig. 5](#).

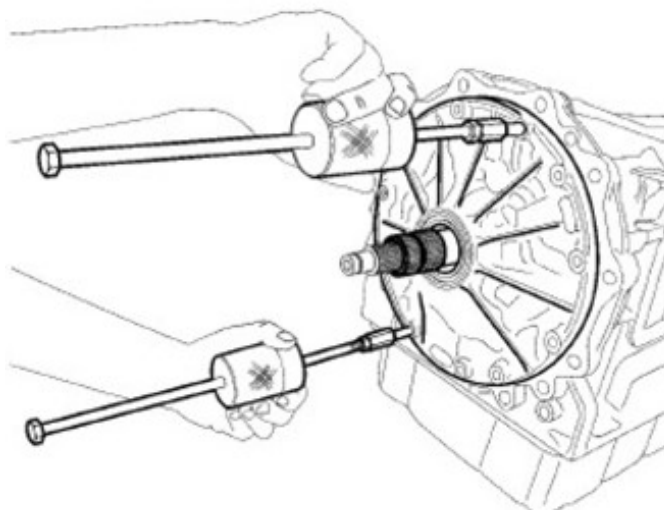


Fig. 5

Slide Hammers C-3752 And 9981 Adapters

10. Remove the input shaft assembly with the K1 and K2 clutch assemblies attached [Fig. 6](#).

NOTE: If the K1 snap ring has become dislodged, the K1 clutch assembly will not come out as a complete unit.

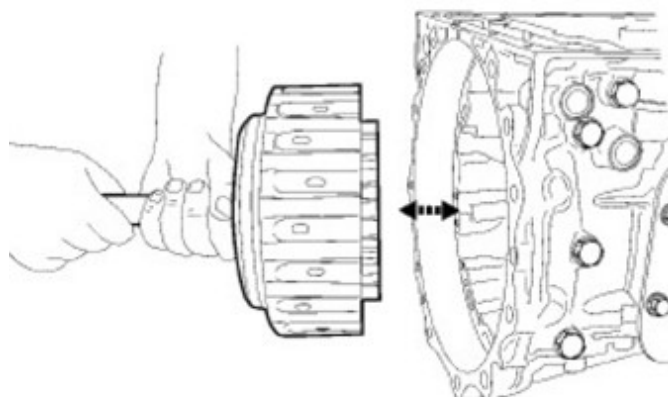


Fig. 6

K1 And K2 Clutch Assemblies

NOTE: If a failure has occurred or symptoms are present, complete the repair using the K1 Clutch Kit. Do not use the Clutch Kits for proactive repairs.

11. Remove the K2 clutch assembly and the selectable input shaft end-play thrust bearing number one and thrust washer from the K1 clutch/input shaft assembly [Fig. 7](#).

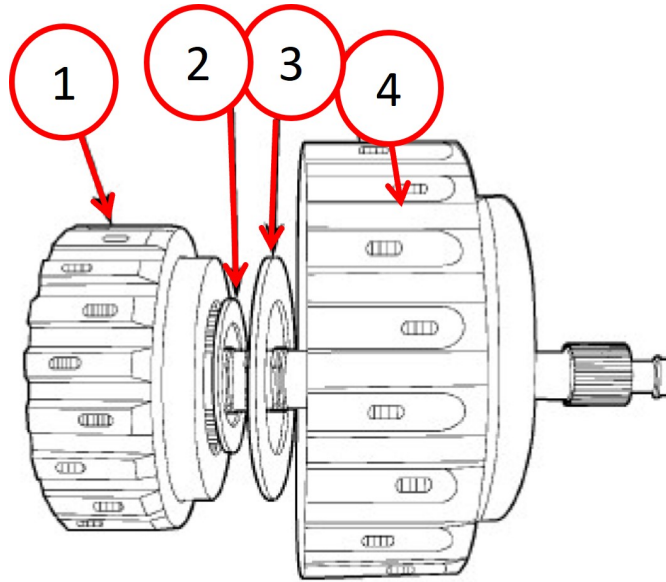


Fig. 7
K1 And K2 Clutch Assemblies

- 1 - K1 Clutch/Input Shaft Assembly
 - 2 - Thrust Bearing Number One
 - 3 - Thrust Washer
 - 4 - K2 Clutch Assembly
-

12. Remove and inspect the K1 clutch hub [Fig. 8](#) and [Fig. 9](#). **Replace only if needed.**

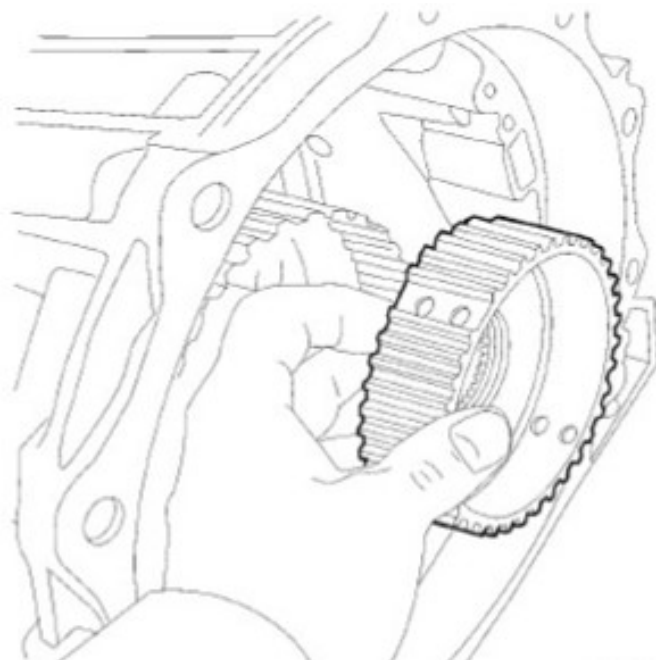


Fig. 8
K1 Clutch Hub

13. Remove and inspect the K1 thrust bearing number two [Fig 10](#). **Replace only if needed.**



Fig. 9
K1 Thrust Bearing Number Two

14. Remove and inspect the K2 clutch hub [Fig. 11](#). **Replace only if needed.**

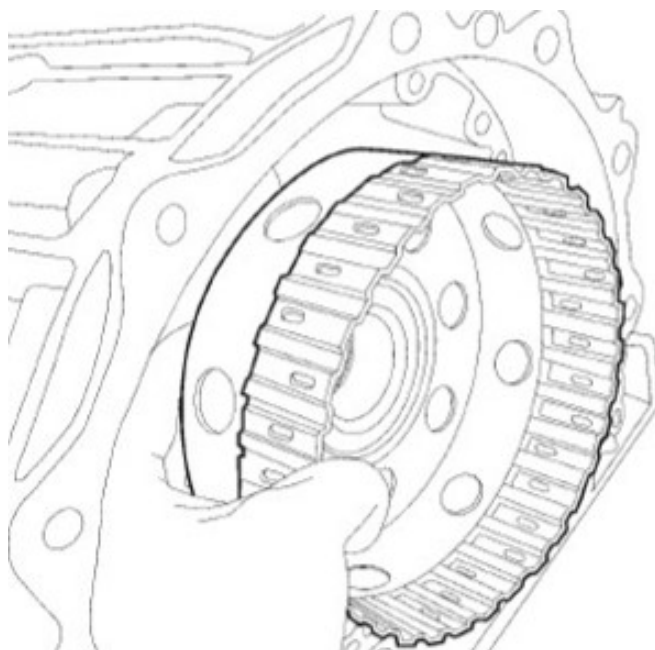


Fig. 10
K2 Clutch Hub

15. Remove and inspect the K2 thrust bearing number three. **Replace only if needed.**

CAUTION!

When installing the thrust washers and bearings be certain they are oriented correctly to the transmission component. A thrust bearing must be installed correctly or transmission failure may occur.

NOTE: Apply trans jel or petroleum jelly to all slide portions, rolling contacts surfaces, thrust surfaces etc. to prevent burnout during initial operation. Lubricate O-rings and O-ring seals with MOPAR® ASRC ATF. Soak all friction discs in MOPAR® ASRC ATF for at least two hours before assembly of clutch packs.

NOTE: The input shaft end-play clearance is adjusted by means of a selectable thrust bearing race located between the K1 and the K2 clutch pack retainers.

16. Lubricate with trans jel or petroleum jelly and install K2 thrust bearing number three [Fig. 12](#).



Fig. 11

K2 Hub Thrust Bearing Number Three

17. Install the K2 clutch hub into the transmission case [Fig. 11](#).
18. Lubricate with trans jel or petroleum jelly and install K1 thrust bearing number two into K1 Clutch Hub [Fig 10](#).

NOTE: Bearing/race are separate pieces and they are depicted and described as one Thrust Bearing.

19. Install the K1 clutch hub and thrust bearing into the transmission case [Fig 10](#).
20. Apply trans jel or petroleum jelly onto the new input shaft seal rings and install the K2 clutch assembly onto the new K1 clutch/input shaft assembly with the original selectable input shaft end-play thrust bearing number one and thrust washer in place [Fig. 9](#).

NOTE: The K2 clutch assembly and the K1 clutch/input shaft assembly must be fully seated onto the transmission case.

NOTE: The kit contains three NEW selectable input shaft end play thrust bearing number one options. Use as necessary to achieve the input shaft end play clearance.

21. Install the K2 clutch assembly and the K1 clutch/input shaft assembly into the transmission case [Fig. 6](#).

NOTE: Be certain the input shaft seal rings are in place as well as the seal ring on the oil pump hub.

22. Lubricate with trans jel or petroleum jelly and install the nylon thrust washer onto the oil pump [Fig. 12](#).

NOTE: The nylon thrust washer is keyed to the oil pump [Fig. 12](#).

NOTE: Two pin punches inserted through the oil pump mounting holes will aid in the installation of the oil pump [Fig. 12](#).

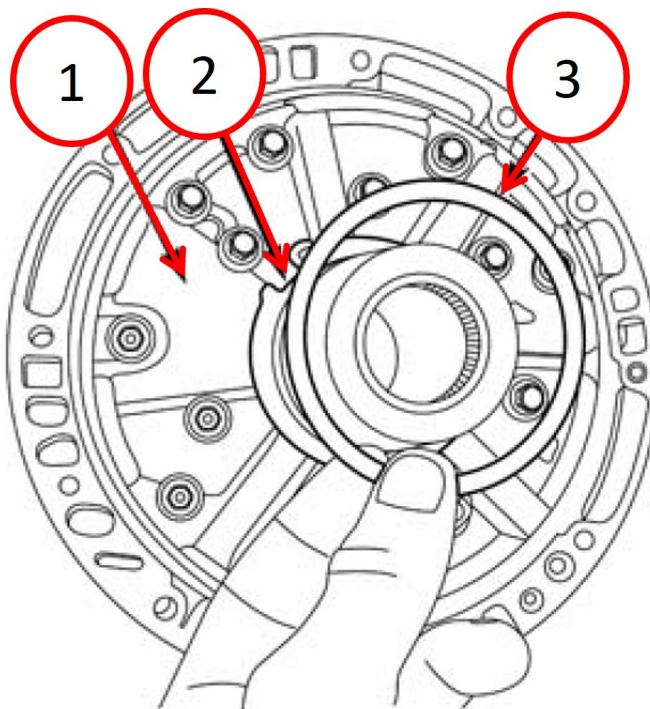


Fig. 12
Oil Pump Assembly

- 1 - Oil Pump
- 2 - Nylon Thrust Washer
- 3 - Input Shaft Seal Ring

23. Lubricate and install the **NEW** oil pump O-ring with MOPAR ASRC ATF.

NOTE: Be sure that sealant is cleaned from the threads of the oil pump.

24. Install the oil pump with a **NEW** gasket onto the transmission case [Fig. 13](#).

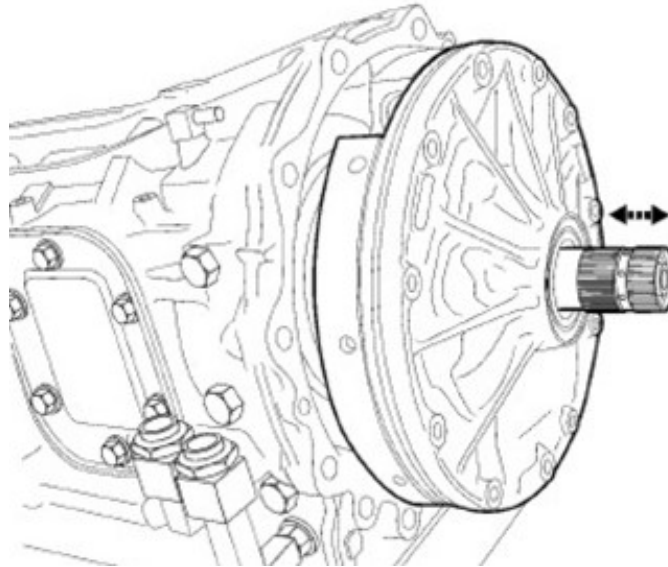


Fig. 13

Oil Pump Assembly On Transmission Spline Shaft

25. Apply a light coating of MOPAR thread sealant onto the oil pump bolts and install the bolts. Tighten the bolts in a crisscross pattern to 21 N·m (15.5 ft. lbs.).

NOTE: The input shaft end-play clearance is adjusted by means of the selectable number one thrust bearing race. The Thrust Washer is non-selectable.

26. Install the Dial Indicator Set C-3339A with Input Shaft Spline Socket, End Play 8266-22 and Handle 8266-8, to check the input shaft end-play clearance. The input shaft end-play clearance for both 2WD and 4WD is 0.50 - 0.90 mm (0.019 - 0.035 in.). **If the clearance is not within tolerance you must choose the correct selectable thrust bearing race.**

NOTE: The following dimensions below are at time of production.

- Bearing race number one = 0.81 mm (0.031 in.).
- Bearing race number two = 1.10 mm (0.043 in.).
- Bearing race number three = 1.60 mm (0.063 in.).
- End-play spec = 7.62 mm – 22.8 mm (0.300 – 0.900 in.).

27. Assemble and disassemble as necessary to achieve the input shaft end-play clearance.

28. Remove the Dial Indicator set up.

29. Install the torque converter housing to the transmission case.

30. Install the torque converter housing bolts and tighten to 64 N·m (47 ft. lbs.).

DANGER! Be certain the transmission is secure when installing the torque converter, the torque converter is very heavy. Failure to follow these steps may result in personal injury, or may be fatal.

31. Install a **NEW** torque converter lock-up seal located at the nose of the K1 input shaft.

32. Apply trans jel or petroleum jelly onto the new torque converter lock-up seal and new torque converter hub seal.

33. Install the torque converter onto the input shaft while applying inward pressure and rotating back and forth at the same time in order to align the input shaft splines and the two teeth on the oil pump drive gear [Fig. 2](#).

34. Install a C-clamp or similar tool to secure the torque converter into the torque converter housing.

35. Using a **NEW** gasket, install the transmission oil pan drain plug [Fig. 1](#).

36. Using **NEW** torque converter bolts, install the transmission. Refer to the detailed service procedures available in DealerConnect/Service Library under: 21 - Transmission and Transfer Case / Automatic - AS69RC / Installation **or** refer to the detailed service procedures available in DealerConnect/Service Library under: 21 - Transmission and Transfer Case / Automatic - AS66RC / Installation.
37. Clear all DTCs that may have been set.
38. Using wiTECH, perform a Quick Learn Procedure.

POLICY:

Reimbursable within the provisions of the warranty.

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