



TORQUE CONVERTER PARTS

GM-DA-7P

VISCOUS DAMPER CONVERSION PLATE

Application:

- GM 265mm, 4T80-E

Details:

- Replaces problematic viscous-style dampers
- Uses readily available GM damper, sourced separately from 258mm core
- Fully machined from a steel forging
- Increased wall thickness for greater stiffness (.150" thick)
- Lockup surface machined to specific requirements to ensure a solid bond

Associated Parts:

- GM-RV-9, Damper Rivets
- GM-O-9V, O-Ring
- 445270T, Friction Ring, .040" thick, Tan
- 445270K, Friction Ring, .040" thick, Kevlar®
- 475270T, Friction Ring, .070" thick, Tan
- 475270K, Friction Ring, .070" thick, Kevlar®
- 466270PT, Friction Ring, .066" thick, PowerTorque™



Part No.

GM-DA-7P

Viscous Damper Conversion Plate

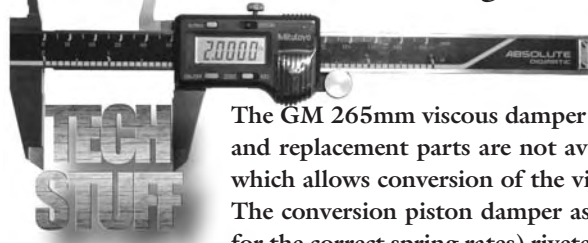
Sold in prepackaged quantities of 1 unit

Please refer to our

TORQUE CONVERTER PARTS CATALOG VOLUME 6

GM-DA-7P is:

Item Number 16 of Reference Figure 1.03 on page 28.



The GM 265mm viscous damper has a high rate of failure due to leaks. This piston damper cannot be repaired and replacement parts are not available. This viscous damper can now be replaced with Sonnax **GM-DA-7P**, which allows conversion of the viscous damper to a mechanical spring-type damper, which is readily available. The conversion piston damper assembly consists of a salvaged GM 258mm damper (JSFM, JTFM and J2FM for the correct spring rates) riveted to the **GM-DA-7P** plate with **GM-RV-9** rivets. The **GM-DA-7P** will stack up properly with a .040" friction ring. It may also be used with .066" and .070" friction rings, provided the clutch release clearance is properly adjusted. A clutch release clearance of .035" - .045" is recommended.



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INSTALLATION INSTRUCTIONS

To make this assembly you will need a salvaged GM 258mm damper, a Sonnax **GM-DA-7P** piston plate and **GM-RV-9** rivets. 258mm converter cores with the codes of JSFM, JTFM and J2FM use damper assemblies with an acceptable spring rate.

1. Note the balance notches on the O.D. of the GM 258mm factory piston. Material is removed to balance the assembly. Each assembly will have different notches, depending on how out of balance that particular assembly was before balancing.
2. After riveting on the new piston, the new assembly should be balanced. Do NOT rely on the converter balancing to balance the piston damper as well. The piston damper and converter impeller rotate independently and must be balanced separately. If an unbalanced piston damper is installed in a converter and then the converter is balanced, that converter will only be balanced if the piston locks up in the same position it was in during balancing.
3. Balancing can be done on a converter balancer using a turbine hub as the centering tool on the balancer table. Material may be removed, as in the factory, or material can be added. A weld bead may be enough. Be careful not to overheat the friction ring if adding a weld bead to balance.