



GM-RK-11

GM 700-R4 (4L60), 4L60-E LOCKUP RACEKIT

HIGH PERFORMANCE TORQUE CONVERTER PARTS

Part No.**GM-RK-11***Impeller Hub**Turbine Hub**Thrust Washer**Adapter Ring**Pilot**3 Flat Head Bolts*

Note: Kit adapts front-wheel-drive GM 245mm cores to GM 298mm applications with 30-tooth input splines.

**IMPELLER ASSEMBLY INSTRUCTIONS (SEE FIGURE 1)**

1. Remove the stock GM 245mm impeller hub by boring a 3.380"/3.385" diameter hole on center in the stock GM 245mm impeller.
2. Install the impeller hub (Sonnax p/n **GM-90CM-43G**) from the outside. Weld around the O.D. of the impeller hub, making sure it is centered on the impeller.

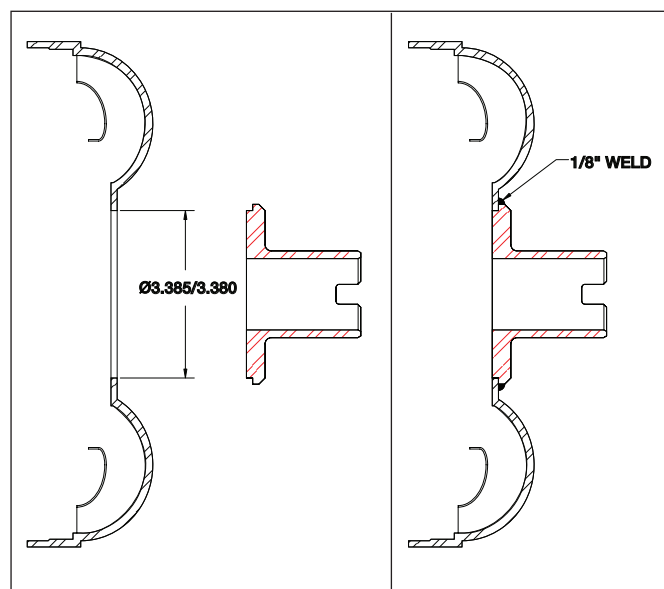


Figure 1

GM 700-R4 (4L60), 4L60-E Lockup Racekit

TURBINE ASSEMBLY INSTRUCTIONS (SEE FIGURE 2)

1. Bore a 3.200"/3.205" diameter on center in the stock GM 245mm turbine. This will remove the OEM turbine hub.

Note: The mounting diameter is different than non-lockup racekit turbine hubs. Also different from other racekits is that both flanges of the OEM turbine hub assembly are removed.

2. Install the hub into the turbine from the front cover side and then weld around the O.D. of the turbine hub.
3. Press the aluminum thrust washer (Sonnax p/n **GM-WA-23**) into the end of the turbine hub, the same way the OEM C washer is installed.

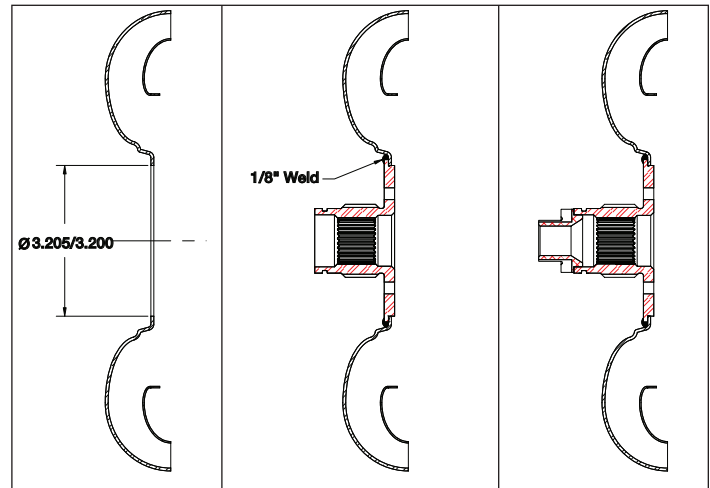


Figure 2

FRONT COVER ASSEMBLY INSTRUCTIONS (SEE FIGURE 3)

1. Remove the pilot of the stock GM 245mm front cover (FWD) and, from the outside of the cover, bore a 1.750"/1.752" diameter hole.
2. Install the pilot from the outside of the cover and then weld around the O.D. of the pilot.
3. Use the three flat head screws to attach the adapter ring to the front cover. The use of Loctite® on the bolts is recommended.

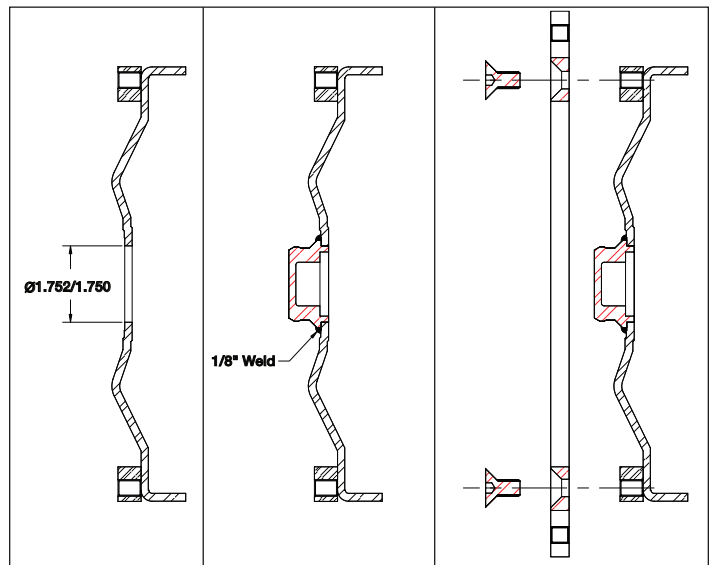


Figure 3

CLUTCH ASSEMBLY

4L60-E units with EC³ systems **MUST** use clutches with woven carbon fiber linings or a high carbon friction ring (Sonnax p/n **GM-F-17HC**). For all other units, a high carbon paper lining is recommended.

FINAL ASSEMBLY

From this point, the kit can be assembled as a stock GM 245mm converter.

Note: High torque applications can overpower the torque capacity of stock GM 245mm single disc clutch and damper assemblies. The ability of this single disc clutch to handle a specific torque load is dependent on many factors, including the amount of input torque and the strategy that is used in applying the torque converter clutch. Sonnax does not guarantee that the capability of the 245mm damper assembly will be adequate in all applications.