

**DISASSEMBLY INSTRUCTIONS FOR THE PISTON PLATE AND DAMPER ASSEMBLY:**

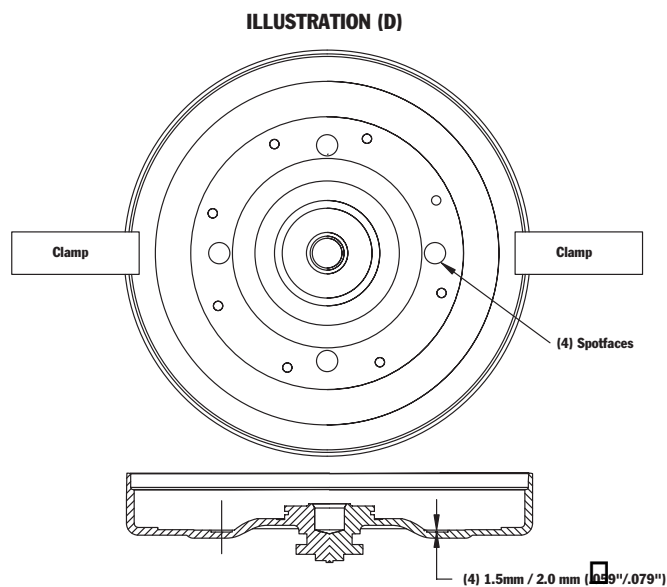
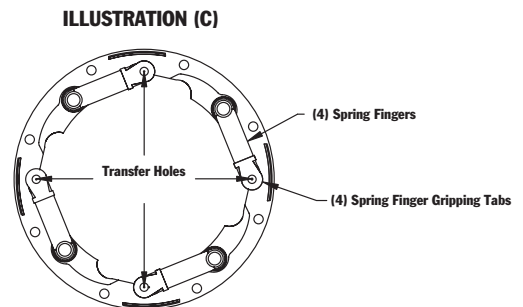
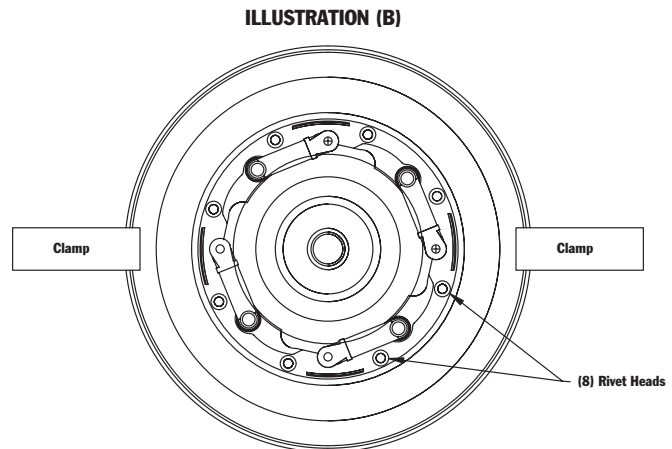
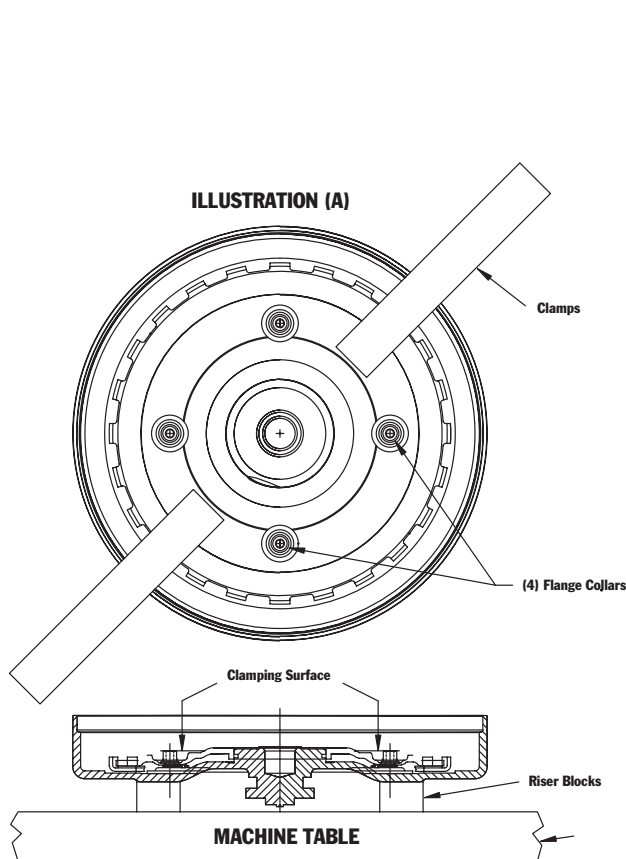
- 1) After the converter has been split in half you are ready to remove the piston plate.
- 2) Use either a drill press or a Bridgeport type milling machine with a 12.70mm (.500") diameter, 2 or 4 flute center cutting end mill. Note: Do not use a drill.
- 3) Make sure that the piston plate, damper assembly, and front cover are all sandwiched together and clamped to the machine table (see Illustration (A)).
- 4) Carefully machine flush the (4) flanged fasteners removing as little material as possible off the piston plate (see Illustration (A)).
- 5) Remove the piston plate and clamp the front cover back down. Machine flush the (8) rivet heads holding the damper assembly to the front cover, removing as little material as possible from the damper assembly. You may have to use a screw driver to remove the damper assembly, try not to bend. Note: After removing the damper assembly, do not machine off the rivet studs. They will be needed later when reassembling the damper assembly (see Illustration (B)).
- 6) Carefully remove the old rivets from the damper spring fingers (do not bend the spring fingers). Do not discard the spring finger gripping tabs, you will need these when reassembling.
- 7) Using a 4.70mm drill (.185") enlarge the (8) holes in the damper where it was attached to the front

## RE-CP-1K Clutch Plate & Rivet Kit

cover, providing clearance for reassembling (see Illustration (C)).

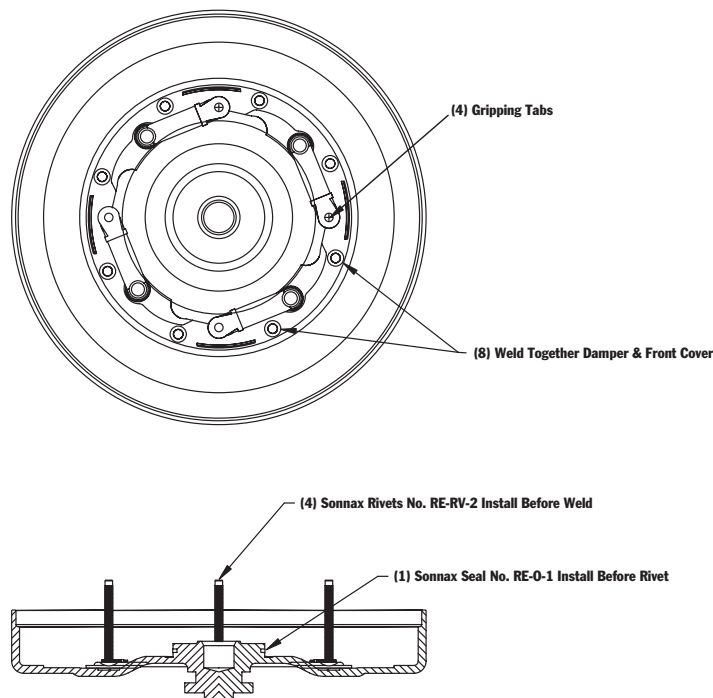
8) Re-surface front cover if necessary.

9) Set the damper assembly back on the front cover, using the holes in the spring finger. Transfer hole locations to the front cover. Using a 12.70mm (.500") diameter end mill, centered on the locating marks, plunge cut down in the cover 1.5mm to 2.0mm (.059" to .079") deep for rivet head clearance (see Illustration (D)).



**RE-CP-1K Clutch Plate & Rivet Kit****ASSEMBLY INSTRUCTIONS FOR THE PISTON PLATE AND DAMPER ASSEMBLY:**

- 1) Install (4) rivets (Sonnax No. RE-RV-2) in damper assembly.
- 2) Locate damper assembly over old rivet studs on front cover, hold securely in place, weld the damper assembly to the front cover. Note: use a "spatter block" on both parts. Grind weld if necessary and clean completely (see Illustration below).
- 3) Add the seal (Sonnax No. RE-O-1), clutch and piston plate to the assembly, make sure you have the spring finger gripping tabs in place before adding the piston plate (see Illustration below). Note: You may have to bend the spring fingers outward to insure that the piston plate does not ride on the clutch plate when it is in its free state.
- 4) With the piston plate in place add the (4) fasteners (Sonnax No. RE-FN-1), press securely down on the piston plate using the recommended "Huck" riveter part no. 2025 and fasten the assembly together.
- 5) You can now finish rebuilding the converter.



To order "Huck" pneumatic riveter (Huck part no. 2025) and associated tooling (Huck part no. 991456) or to find the "Huck" distributor nearest you, go to their web site [www.huck.com/tooling/ordering/](http://www.huck.com/tooling/ordering/).

U.S. supplier is Bay Fastening Systems  
263 Park Avenue  
PO Box 798  
Garden City Park, NJ 11040  
Tel: 516-294-4100

International: Huck International Ltd.  
Unit C, Stafford Park 7  
Telford, Shropshire TF3-3BQ U.K.  
Tel: 011 44 1952 290 011  
Fax: 011 44 1952 201 339