

**Part No.**
**GM-RK-14**
*Torque Converter Racekit*

**ASSEMBLY INSTRUCTIONS**

1. Use an OEM GM 245mm front cover from a front-wheel-drive application. If needed, take a skim cut off the OEM mounting pads of the front cover.
2. Apply Loctite™ to the three mounting bolts (**MI-FN-3**). Bolt the mounting ring (**GM-BM-4**) to the front cover. See Figure 1.
3. Mount the cover assembly into a lathe using the mounting ring bolt holes to fixture it. Using the outer diameter of the cover as a reference, bore a  $\varnothing 2.031$ "/ $2.036$ " hole to remove the OEM pilot. Face off the inside surface (just outside the  $\varnothing 2.031$ "/ $2.036$ " hole) so that it is .750" from the face of the mounting ring. See Figure 2.
4. The cover will sit deeper into the impeller than it did on the stock lockup applications. Turn the mating lip of the cover down to 2.00" from the mounting pads and turn a 15° chamfer, .100" deep on the inside lip. Machine the outside of lip to  $\varnothing 9.938$ ". See Figure 2.

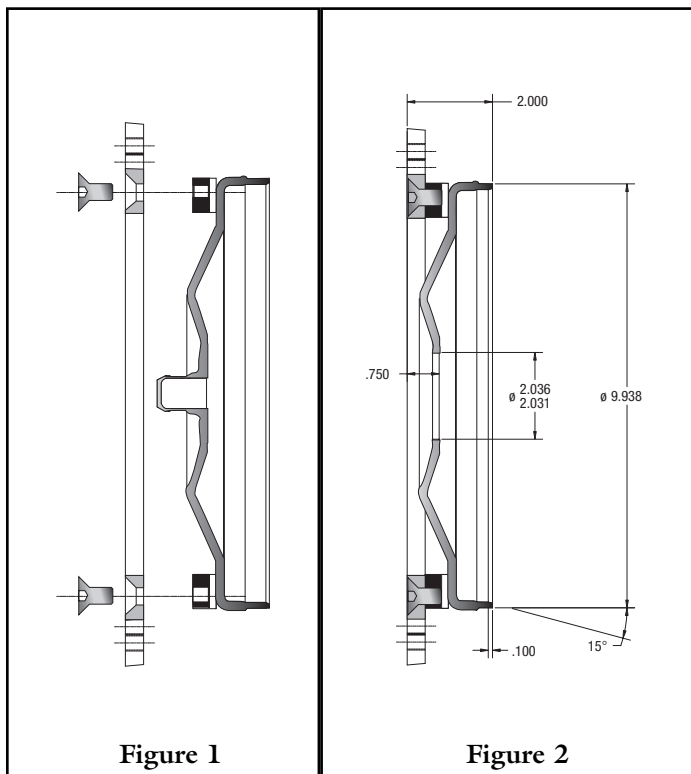
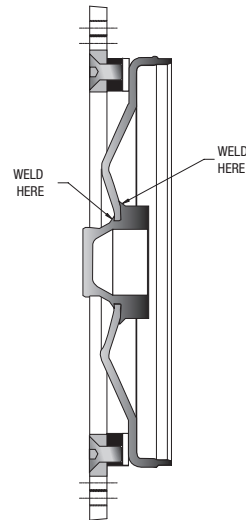
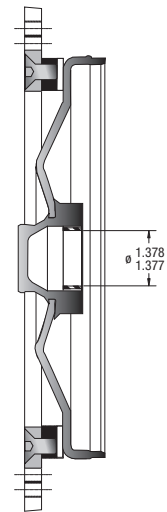
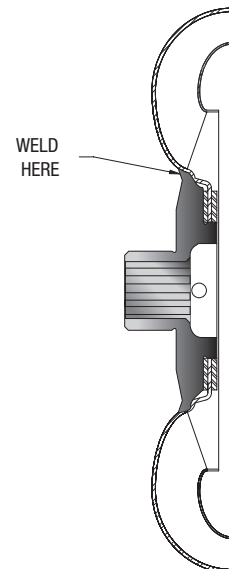


Figure 1

Figure 2

**POWERGLIDE, 350, 400 RACEKIT**

5. Remove the cover assembly from the lathe. The pilot will install from the inside of the cover. Weld around the inside seam and then around the outside seam. See Figure 3.
6. Install the bushing (**CH-B-2-CP**). See Figure 4.
7. Mount the turbine into the lathe. Remove the OEM turbine hub and bore the turbine out to  $\text{Ø } 2.350"/2.355"$ .
8. Install the turbine hub from the cover side of the turbine. Weld on the cover side seam. See Figure 5.
9. From this point on, assembly will be straightforward. Suggested endplay is between .005" and .010".


**Figure 3**

**Figure 4**

**Figure 5**