



## GM-RK-9, GM-RK-10

### 4L60 (700-R4)/200-4R NON-LOCKUP RACEKITS

H I G H P E R F O R M A N C E C O N V E R T E R P A R T S

#### Part Nos.

##### GM-RK-9, GM-RK-10

*Racekits Include:*

1 Impeller Hub

1 Turbine Hub

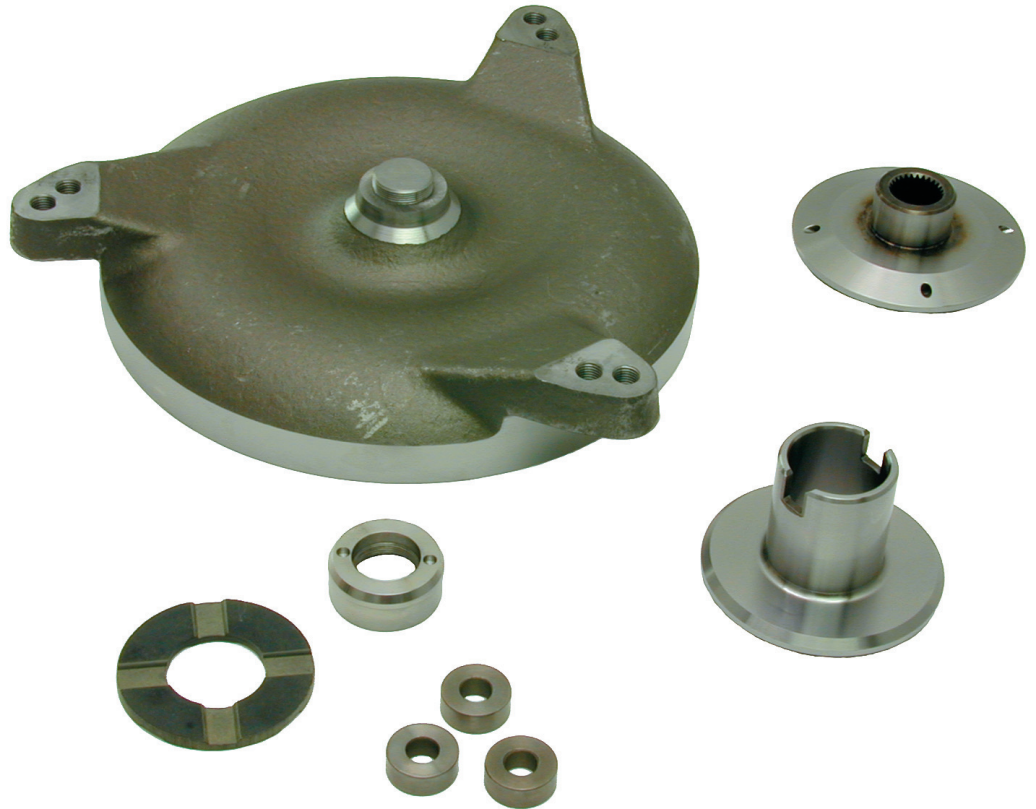
1 Thrust Washer

1 Front Cover Bushing

1 Front Cover

1 Pilot

3 Mounting Pad Spacers



#### INSTRUCTIONS

##### TRANSMISSION

Transmissions that originally had a lockup torque converter will have to be modified. The transmission builder should address the following issues:

1. It is necessary to remove the end nub of the input shaft (this nub holds the o-ring that originally sealed to the GM 298mm converter's conical washer). See Figure 1.
2. The transmission's hydraulics must also be changed to allow for a non-lockup torque converter to be used.

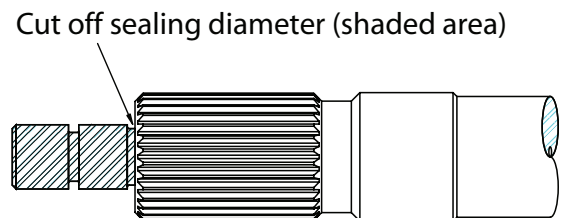


Figure 1

## 4L60 (700-R4)/200-4R NON-LOCKUP RACEKITS

### CONVERTER

#### Impeller assembly instructions (see Figure 2)

Remove the stock GM 245mm impeller hub by boring a 3.380/3.385" diameter hole on center in the stock GM 245mm impeller.

Install the impeller hub from the outside. Weld around the OD of the impeller hub, making sure that it is centered on the impeller.

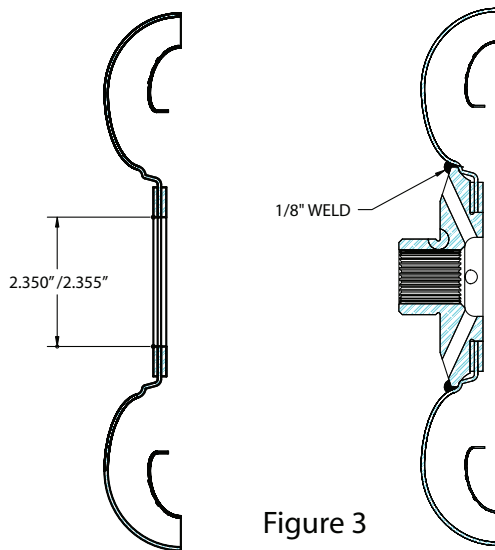


Figure 3

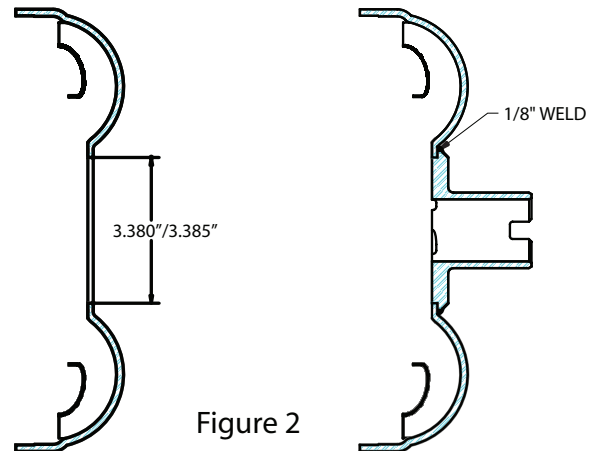


Figure 2

#### Turbine assembly instructions (see Figure 3)

Bore a 2.350/2.355" diameter hole on center in the stock GM 245mm turbine. This will remove the OEM turbine hub.

**Note:** Both flanges of the OEM turbine hub assembly are retained and should not be removed.

Install the hub into the turbine from the front cover side and weld around the OD of the turbine hub.

#### Front cover assembly instructions (see Figure 4)

Apply some thread-locking compound to the pilot's internal threads.

Screw the pilot on to the threaded pilot of front cover and tighten with a pin spanner.

**NOTE:** The mounting pad spacers must be used in order to obtain the correct converter height. Spacers can be installed when bolting the converter to the flexplate or they can be permanently attached to the front cover.

#### To permanently attach the spacers:

Using a 7/16"-20 mounting bolt, bolt the spacer to the appropriate bolt hole of the front cover and tighten. Tack weld the spacer in place. Remove the bolt. Repeat for the other mounting pads.

**NOTE:** The stock 298mm bolt pattern is the 10-3/4" BCD (smaller pattern in the cover). Many flexplates allow the use of both BCDs. It is suggested that you use the largest BCD that the customer's flexplate will accommodate.

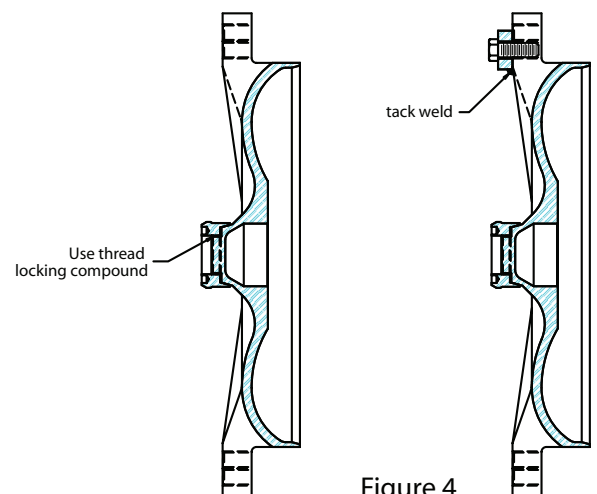


Figure 4

#### Stator

Install new springs, rolls and race. Install the stator cap and snap ring into the stator.

#### Final assembly

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