GM-RK-1, -1S, -7, -7S

GM POWERGLIDE, 350 & 400 RACEKITS

HIGH PERFORMANCE TORQUE CONVERTER PARTS

Part Nos.

GM-RK-1

Includes:

- *1 Impeller Hub*
- *1 Turbine Hub (30-spline)*
- *1 Thrust Washer*
- *1 Front Cover*
- *1 Front Cover Bushing*

GM-RK-1S

Includes:

- *1 Impeller Hub*
- *1 Turbine Hub (30-spline)*
- *1 Thrust Washer*
- *1 Front Cover*
- *1 Front Cover Bushing*

GM-RK-7

Includes:

- *1 Impeller Hub*
- *1 Turbine Hub (17-spline)*
- *1 Thrust Washer*
- *1 Front Cover*
- *1 Front Cover Bushing*

GM-RK-7S

Includes:

- *1 Impeller Hub*
- *1 Turbine Hub (17-spline)*
- *1 Thrust Washer*
- *1 Front Cover*
- *1 Front Cover Bushing*

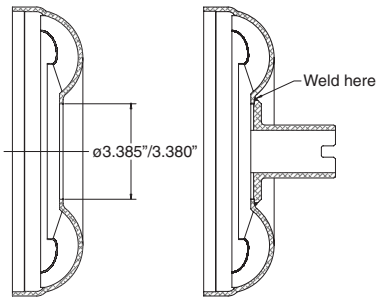
GM-RK-1 Racekit Shown

INSTRUCTIONS:

IMPELLER ASSEMBLY (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 from the outside. Make sure the impeller hub and impeller run concentric. Weld around the OD of the impeller hub as shown.**

Figure 1



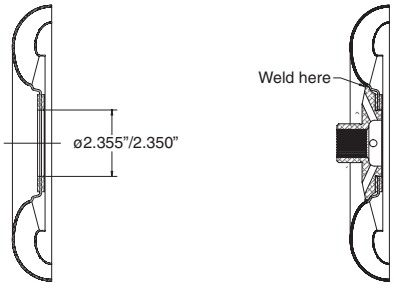
TURBINE ASSEMBLY (SEE FIGURE 2)

1. **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 assembly are retained and should **NOT** be removed.

2. **Install the turbine hub into the turbine from the front cover side. Weld around the OD of the turbine hub.**

Figure 2



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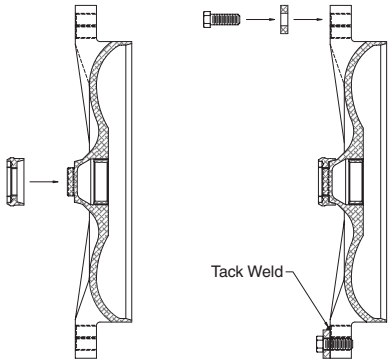
FRONT COVER ASSEMBLY (SEE FIGURE 3)

NOTE: Pilot kit or pilot/pad extension kits are **NOT** included and must be purchased separately.

Figure 3



Apply Loctite™ to the pilot threads. Thread the pilot on by hand. Using a pin spanner (or 1-1/8" open end wrench), tighten the pilot.

NOTE: With the taper of the pilot, very little force is necessary.

OPTIONAL:

When using the mounting pad spacers for motorplates, the spacers can be tack welded in place to make torque converter installation easier. Using a 7/16"-20 bolt, hold the spacer in place (make sure to use the correct bolt holes). Tighten to ensure that it is seated properly. Tack weld in place.

STATOR ASSEMBLY

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

FINAL ASSEMBLY

Final endplay, after welding, should be between 0 and .010". The stator assembly and turbine assembly should be able to turn with minimal effort.