



# GM-RK-2, -2S

## GM POWERGLIDE, 350 & 400 RACEKITS

### HIGH PERFORMANCE TORQUE CONVERTER PARTS

#### Part Nos.

#### GM-RK-2

##### Includes:

- 1 Impeller Hub
- 1 Turbine Hub
- 1 Thrust Washer
- 1 Front Cover Bushing
- 1 Front Cover
- 1 Adapter Ring

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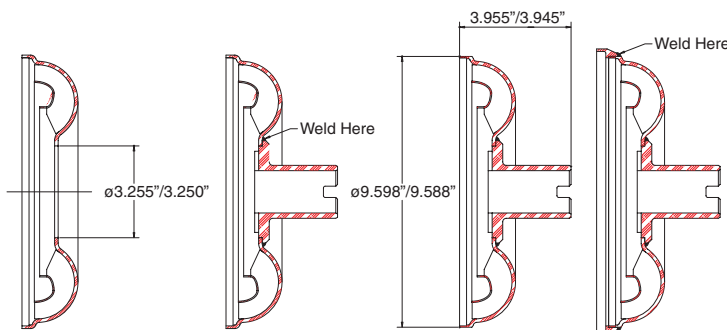
GM-RK-2 Racekit Shown

### INSTRUCTIONS

#### IMPELLER ASSEMBLY (SEE FIGURE 1)

1. Remove the stock impeller hub and bore a 3.250"/3.255" diameter hole on center in the stock 8" Opel impeller.

Figure 1



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.

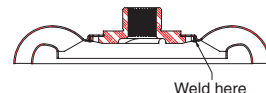
3. Mount the impeller assembly in a lathe, making sure that the impeller hub journal is running true. Machine the OD of the impeller down to 9.588"/9.598" diameter and 3.945"/3.955" overall length.

4. Fit the adapter ring to the impeller assembly and weld.

#### TURBINE ASSEMBLY (SEE FIGURE 2)

1. Remove the rivets holding the OEM turbine assembly together. **Figure 2**

2. Install the turbine hub into the turbine from the stator side. Align the 4 oil flow holes of the turbine hub with 4 of the OEM turbine's rivet holes. Weld around the OD of the turbine hub.



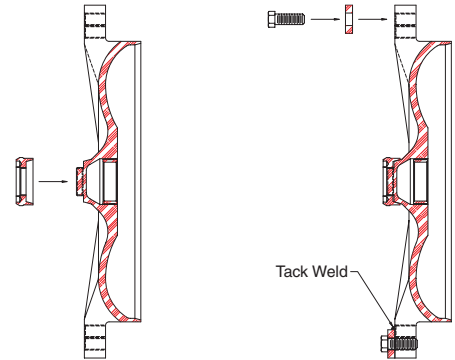
**GM Powerglide, 350 & 400 Racekits****FRONT COVER ASSEMBLY**

**NOTE:** Pilot kit is **NOT** included and must be purchased separately.

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.

**Figure 3****STATOR ASSEMBLY**

Install the new one-way clutch with the appropriate stator caps and bearings.

**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.