High Performance **TORQUE CONVERTER** Parts

Instructions

CHRYSLER 45RFE & 545RFE

Racekit

Part No.
CH-RK-5

Racekit includes:
1 Impeller Hub
1 Turbine Hub
1 Clutch Hub
1 Adapter Ring
1 Heavy-Duty Front Cover
8 Clutch Hub Rivets

Instructions:

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 (see Figure 1).
2. Install the Sonnax **CH-90CM-27** impeller hub from the outside. Weld around the OD of the impeller hub, making sure it is centered in the impeller. This weld must be leak-proof (see Figure 2).

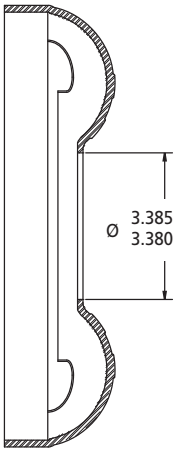

Figure 1

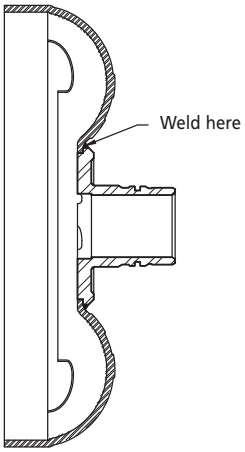

Figure 2

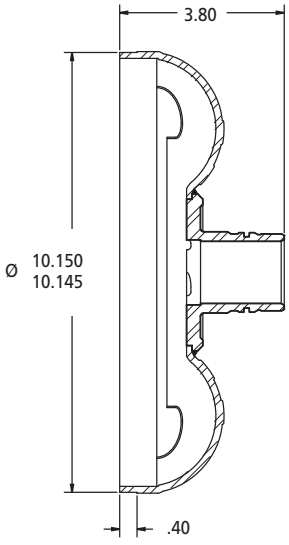

Figure 3

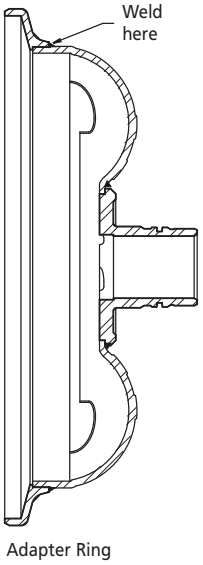

Figure 4

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3. Once the impeller hub is fitted, fixture the impeller assembly in the lathe. Turn the lip of the impeller so that it is 3.80" from the end of the impeller hub. Then turn the OD down to 10.150"/10.145" diameter, .40" from the end (see Figure 3).

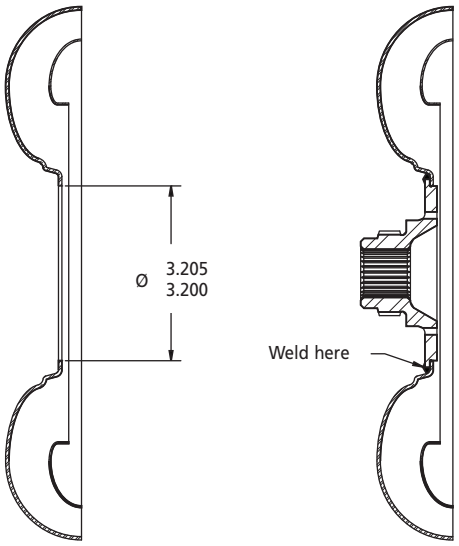

Figure 5 *Figure 6*

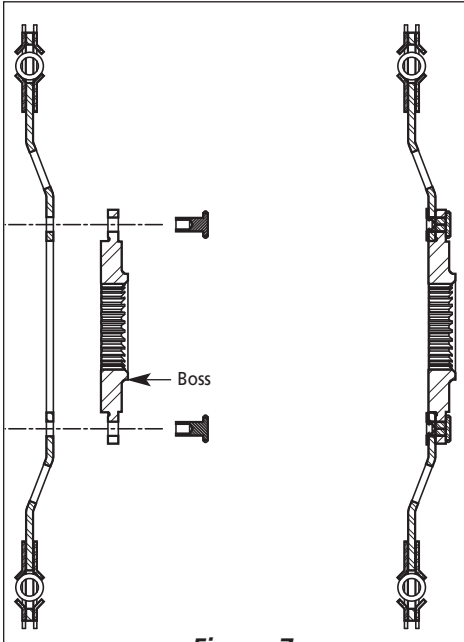

Figure 7

4. Install the adapter ring on the impeller assembly as shown in Figure 4 and weld around the OD of the impeller. This weld must be leak-proof.
5. Bore a 3.200"/3.205" diameter hole on center in the stock GM 245mm turbine. This will remove the OEM turbine hub. Remove both flanges of the OEM turbine insert assembly (see Figure 5).

NOTE: *The mounting diameter is different than non-lockup racekit turbine hubs.*

6. Install the hub into the turbine from the front cover side and then weld around the OD of the turbine hub (see Figure 6).
7. Using eight **CH-RV-1** rivets, attach the clutch hub to the OEM Chrysler 45RFE damper assembly. The clutch hub should install from the turbine side of the damper with the Boss facing away (see Figure 7).
8. On the **CH-CC-5**, machine the lip of the front cover down to 1.560" from the mounting pads. Turn the OD of the cover down to 11.585"/11.575" diameter, .38" from the end of the cover (see Figure 8).
9. It is recommended that you reline the OEM Chrysler 45RFE piston with a new high carbon lining (**475500HC**).
10. Replace the o-rings (**CH-O-10V** and **CH-O-11V**) on the OEM thrust spacer (**CH-WP2-OE**).
11. From this point on the converter can be assembled. It is recommended that you keep endplay to less than .010" and clutch travel between .040" and .050". To check clutch travel, measure from the top of the plastic thrust spacer to the top of the release stop (see Figure 9).
12. If the stall speed is significantly different than the original torque converter, the transmission may register a slip code. If this happens, the computer must be reprogrammed to allow for more slippage.

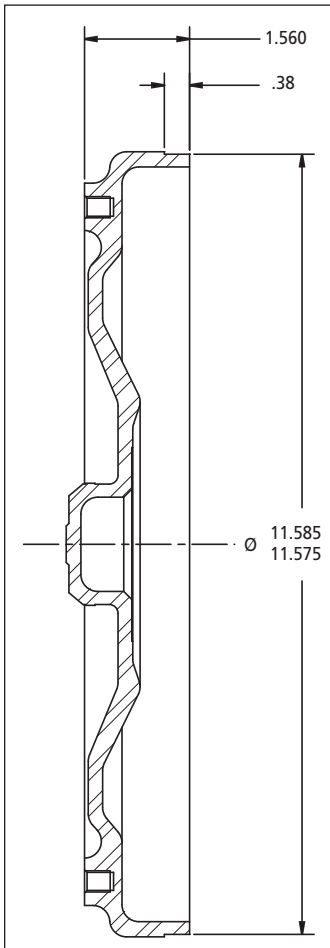

Figure 8

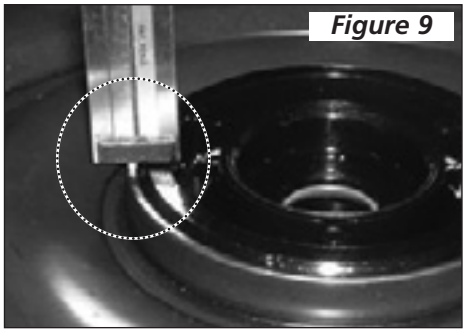

Figure 9