

#### Part Nos.

#### GM-DD-1K

For use with 30-tooth input shafts

Early-style GM engines with 2-piece crank seal

#### GM-DD-2K

For use with 17-tooth input shafts

Early-style GM engines with 2-piece crank seal

#### GM-DD-1K, GM-DD-2K INSTALLATION INSTRUCTIONS

The **GM-DD-1K** and **GM-DD-2K** direct drive couplers are designed to be used in circle track or other applications that do not need a torque converter. The Sonnax direct drive couplers allow for a great deal of flexibility in drivetrain set-up.

1. Gently clamp the coupler in a vice. Make sure to wrap the coupler with a rag and use soft jaws.
2. If you have a motorplate, install the appropriate amount of spacers (see Table 1) onto the threaded part of the coupler.
3. Apply blue Loctite™ to the exposed threads of the coupler. Screw the pilot on and tighten using a 1" open-ended wrench.
4. Install the snap ring into the appropriate groove (see Table 1 and Figure 1).

#### INSTALLATION INTO THE VEHICLE:

Motorplate Thickness	None	1/8"	1/4"	3/8"	1/2"
Number of Spacers	0	1	2	3	4
Snap Ring Groove	1	2	3	4	5

Table 1

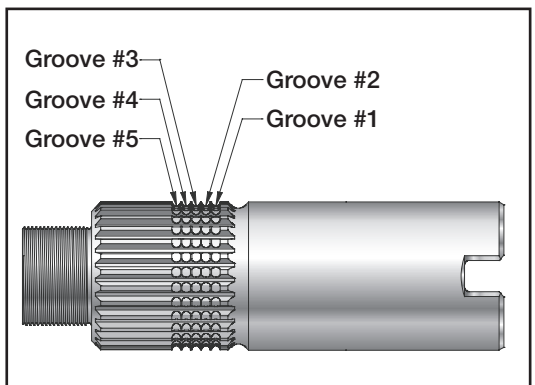


Figure 1

5. Apply a thin coat of Transjel™ to the area that slides into the transmission pump. Install the direct drive by sliding it onto the input shaft and into the pump seal and pump bushing. Rotate the shaft so the pump drive slots engage the pump and the input shaft splines slide together.
6. Slide the direct drive flange onto the external splines of the coupler until it bottoms out on the snap ring.
7. Install the flexplate on the lip of the crankshaft flange. If you are not using a flexplate, install the shim on the crankshaft flange.

**NOTE:** Do NOT install the cranks bolts at this time.

8. Mount the transmission (and motorplate if used) to the engine. Take care to align the spiral pin with the offset hole of the direct drive flange.



## GM Direct Drive Kits

9. After the transmission is mounted to the engine (i.e., all the bell housing bolts are connected, etc.) check the clearance of the coupler. Push the coupler and direct drive flange toward the transmission. There should be approximately 1/8" between the direct drive flange and flexplate (or flexplate shim).
10. After verifying that there is enough clearance, the flange can be bolted to the crankshaft. Place the 6 lock washers onto the 6 bolts that are included in the kit. Apply blue Loctite™ to each bolt. Install the bolts and torque to OEM specifications.