

Multi-Plate Converter Clutch Kit

Part No. **BW-RK-1**

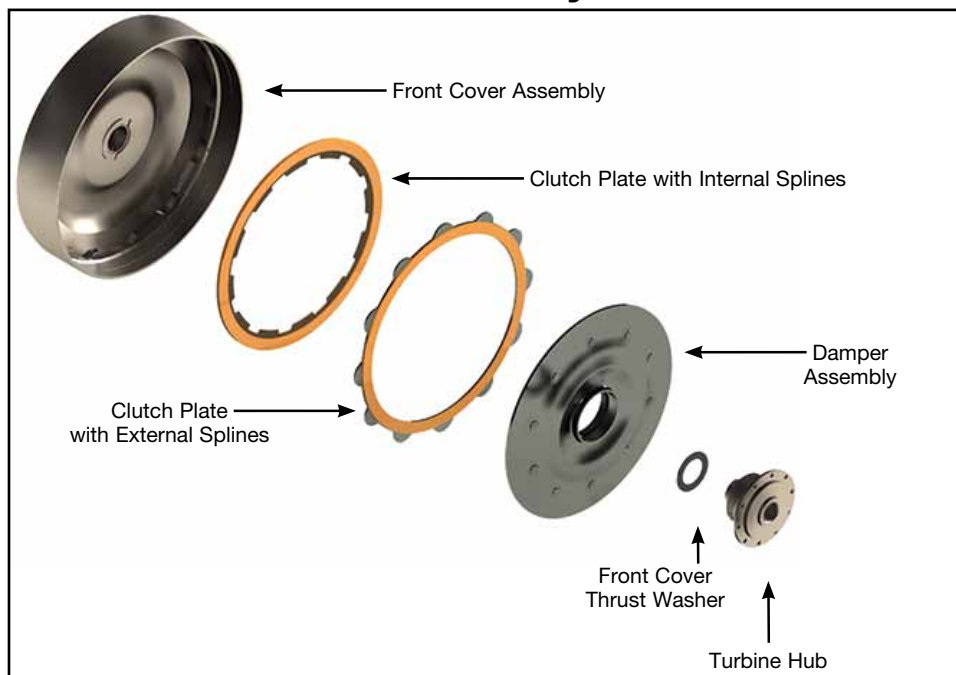
- Turbine Hub
- Teflon® Seal
- Energizer Ring
- Radial Lip Seal
- Clutch Plate w/ Internal Splines
- Clutch plate w/ External Splines
- Front Cover Thrust Washer
- Front Cover Assembly (with bushing installed)
- Set Damper Assembly:
 - Clutch Piston
 - Outer Damper Springs (10)
 - Inner Damper Springs (10)
 - Spring End Caps (20)
 - Drive Plates (2)
 - Damper Ring Gear
 - Spring Retainer
 - Clutch Hub
 - Damper Rivets (10)

Patent No. 7,770,704

Application

- Borg Warner 310mm LU
(Chrysler A618, 47RE & 48RE)

Chrysler 47RE & 48RE



Trucks with the Dodge Cummins diesel engine are commonly pushed beyond the limits for which they were designed. To upgrade the torque converter, Sonnax offers a heavy duty multi-plate converter clutch kit for the Borg Warner 310mm converter for Dodge Cummins diesel trucks.

The kit combines the OEM fluid coupling (impeller, stator and turbine) with all-new front cover, clutch plates, piston damper assembly and turbine hub to boost the converter capacity. The lock-up clutch is not a salvaged OEM clutch; it is a new and unique design. The lock-up clutch damper can be tuned to work with engines ranging from stock up to 1,250 ft-lb of torque.

Features & Benefits

- No machining required
- Tunable damper to 1,250 ft-lb torque capacity
- Utilizes three Raybestos® PowerTorque friction elements
- Chrome-moly clutch hub and drive plates
- Includes turbine hub with hardened spline
- Billet front cover and piston

NOTE: Instructions are available online at www.sonnax.com or from your sales representative.