

GM 4L80-E

GM 4L80-E Lockup Racekit

Part No.

GM-RK-15

- 1 Impeller Hub
- 1 Stator Race
- 1 Turbine Hub
- 1 Thrust Washer
- 1 Pilot
- 1 Mounting Ring
- 3 Flat Head Bolts

U.S. Patent No.: 7,565,958



Figure 1

Instructions:

Impeller Assembly Instructions (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 GM-90CM-60 impeller hub from the outside. Weld around the OD of the impeller hub, making sure that it is centered on the impeller throttle valve spring.

Turbine Assembly Instructions (see figure 2)

1. Bore a 3.200"/3.205" diameter hole on center in the stock GM 245mm turbine. This will remove the OEM turbine hub.

Note: The mounting diameter is different than non-lockup racekit turbine hubs. Also different from other racekits is that both flanges of the OEM turbine hub assembly must be removed.

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

Front Cover Assembly Instructions (see figure 3)

1. Remove the pilot of the stock GM 245mm front cover. From the outside of the cover, bore a 1.750"/1.752" diameter hole.
2. Install the pilot from the outside of the cover. Weld around the OD of the pilot.

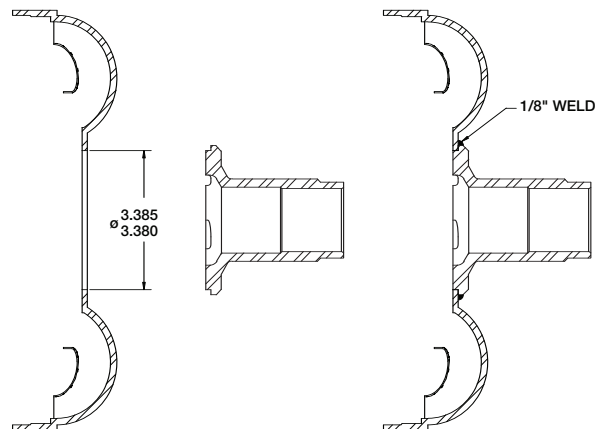
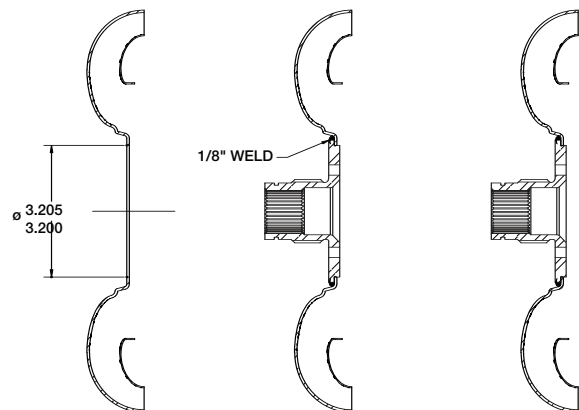
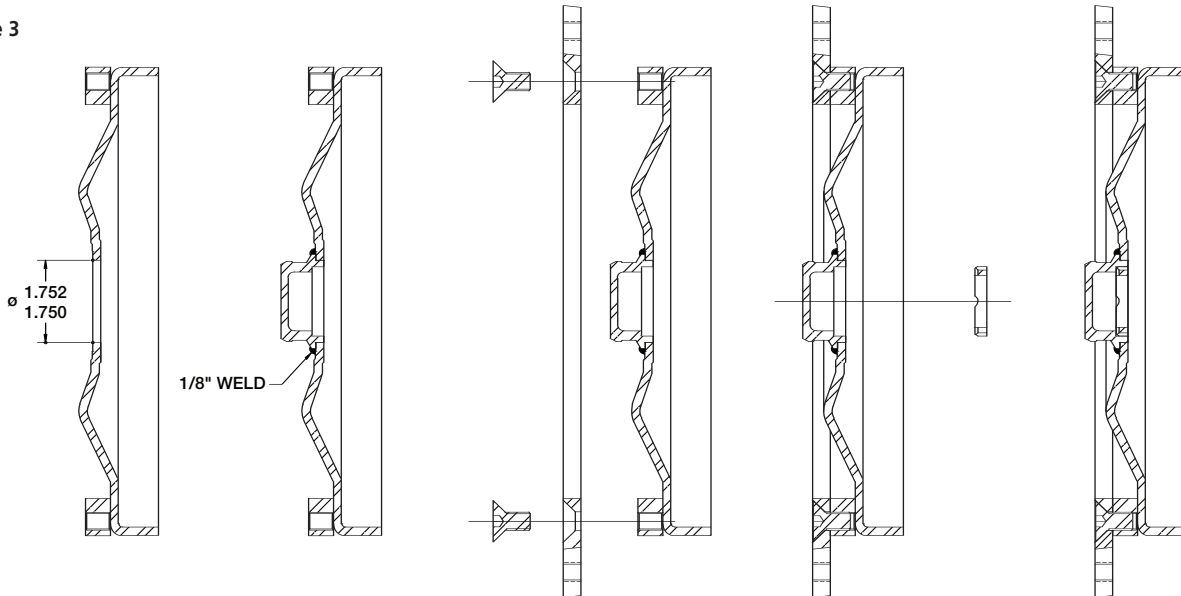


Figure 2



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Figure 3



3. Use the three flat head bolts to attach the adapter ring to the front cover. The use of Loctite™ is recommended on the bolts.
4. Press fit the thrust washer into the pilot. The grooves should be installed into the pilot.

Stator

Install the stator race so that the longer neck and larger ID chamfer face toward the impeller (fixed side).

Install new springs and rolls.

Install the stator cap and snap ring into the stator.

Final assembly

From this point on the kit can be assembled as any stock GM 245mm converter.

Note: High torque applications can overpower the torque capacity of stock GM 245mm single disc clutch and damper assemblies. The ability of this single disc clutch to handle a specific torque load is dependent on many factors, including the amount of input torque and the strategy that is used in applying the torque converter clutch. Sonnax does not guarantee that the capability of the 245mm damper assembly will be adequate in all applications.

