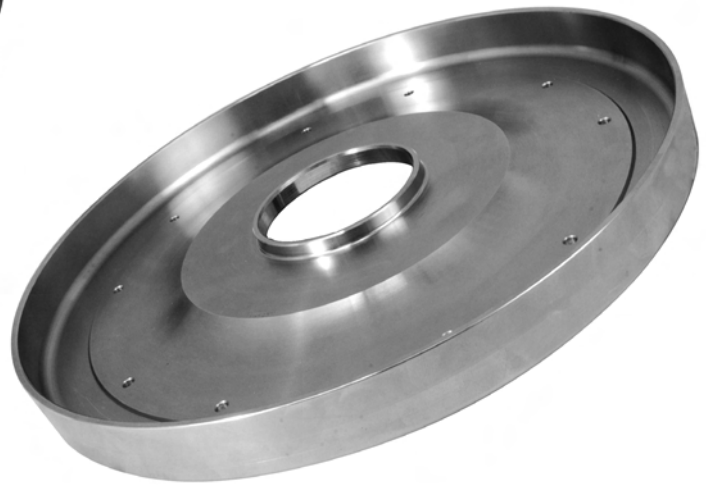
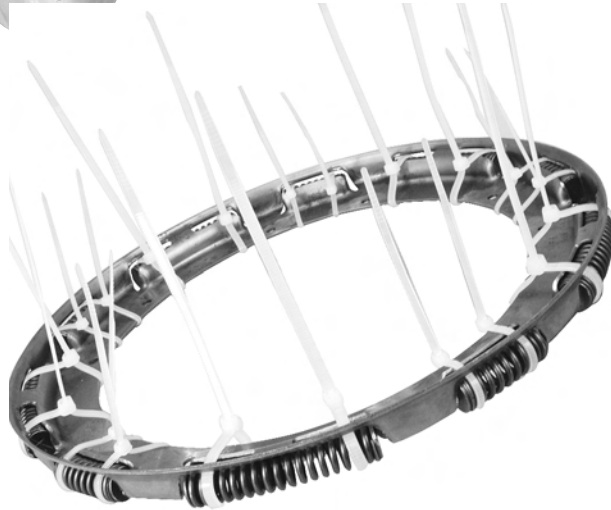




TORQUE CONVERTER PARTS

CH-DA-5PB

LOCKUP PISTON WITH BONDING SURFACE



INSTALLATION INSTRUCTIONS

Use of **CH-DA-5PB** requires salvaging the OEM damper spring retainer to complete the assembly. Assembly of the spring retainer to the piston is virtually impossible unless you use zip ties to retain the ends of each of the damper springs, as shown above. Zip ties must be less than .055" thick for the retainer to fit into the piston. You must also ensure the zip tie is threaded inside the spring pocket so it will not interfere with the assembly into the piston. Be sure to align the rivet holes when pushing the retainer into the piston. To complete the assembly, cut and remove the zip ties and rivet the assembly with **CH-RV-3** rivets, sold separately.

- This piston clutch is designed for use with .045" thick friction rings.
- The piston clutch surface is a bonding surface, not a reaction surface like the OEM.
- Do not rely on balancing the converter to balance the piston damper. The piston damper and converter rotate independently and thus must be balanced independently. The piston clutch, damper springs and turbine should be balanced as an assembly on a converter balancer table. Material may be removed or added to the piston clutch. Be careful not to overheat the friction ring if adding a weld bead to balance.