



## TORQUE CONVERTER PARTS

**CH-DA-5PB**

### LOCKUP PISTON WITH BONDING SURFACE

#### Application:

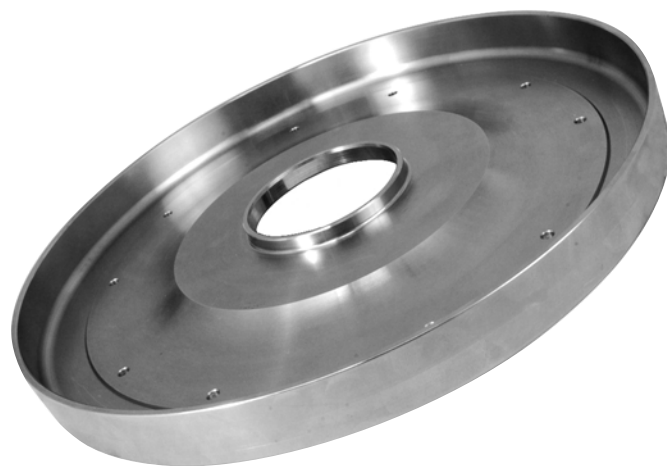
- Chrysler 10", 41TE, 42LE

#### Details:

- Made from forged steel
- Increased wall thickness for greater stiffness
- Clutch surface designed for bonding .045" thick friction rings
- Requires salvage and use of the OEM spring retainer damper
- Assembly instructions

#### Associated Part:

- 445200T, Friction Ring, tan, 10" x 8.75" x .045" thick
- 445200K, Friction Ring, Kevlar®, 10" x 8.75" x .045" thick
- CH-RV-3, Solid Rivet



#### Part No.

**CH-DA-5PB**

*Lockup Piston with bonding surface*

**Sold in prepackaged quantities of 1 unit**

*Please refer to our*

**TORQUE CONVERTER PARTS CATALOG VOLUME 6 & ONLINE CATALOG AT [WWW.SONNAX.COM](http://WWW.SONNAX.COM)**

#### **CH-DA-5PB is:**

Item Number 16 for Chrysler 10", 41TE and 42LE.



Sonnax now offers a forged steel Chrysler 10" lockup converter piston plate. Machining it from a steel forging allows the wall thickness to be increased in critical areas, making for a less flexible and more durable piston.

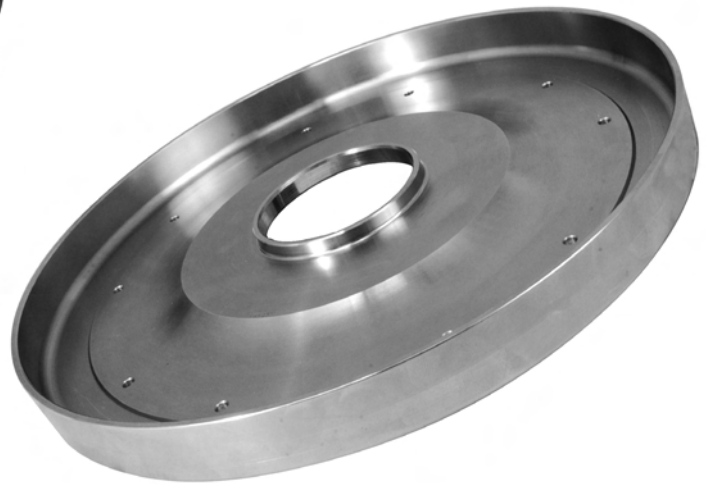
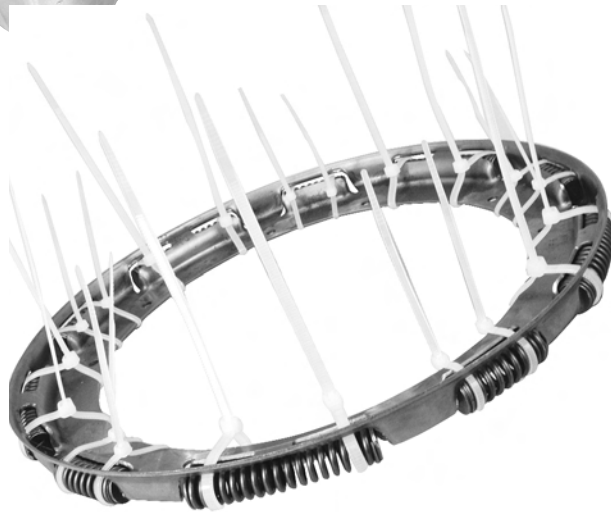
It is difficult to bond a friction ring to a cover because it takes a long time to heat up the cover to the proper bonding temperature. Many rebuilders have opted to bond the friction ring to the piston instead. This piston is designed with the proper bonding surface instead of the smooth reaction surface that the OEM piston has. This piston is also designed for a .045" thick friction ring, not the factory .070" rings. See special instructions for easy assembly.



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**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.