CH-RK-3, CH-RK-4

CHRYSLER 904 & 727 RACEKITS

HIGH PERFORMANCE TORQUE CONVERTER PARTS

Part Nos.

CH-RK-3

Chrysler 904 Racekit includes:

***CH-90CM-23**, Impeller Hub*

***CH-HR-7**, Stator Race*

***CH-HTCM-21**, Turbine Hub*

***CH-WP6-OE**, Front Cover Thrust Washer*

***CH-CC-3**, Front Cover (with bushing **CH-B-2-CP** installed)*

***CH-RG-122**, Ring Gear (122-tooth)*

CH-RK-4

Chrysler 727 Racekit includes:

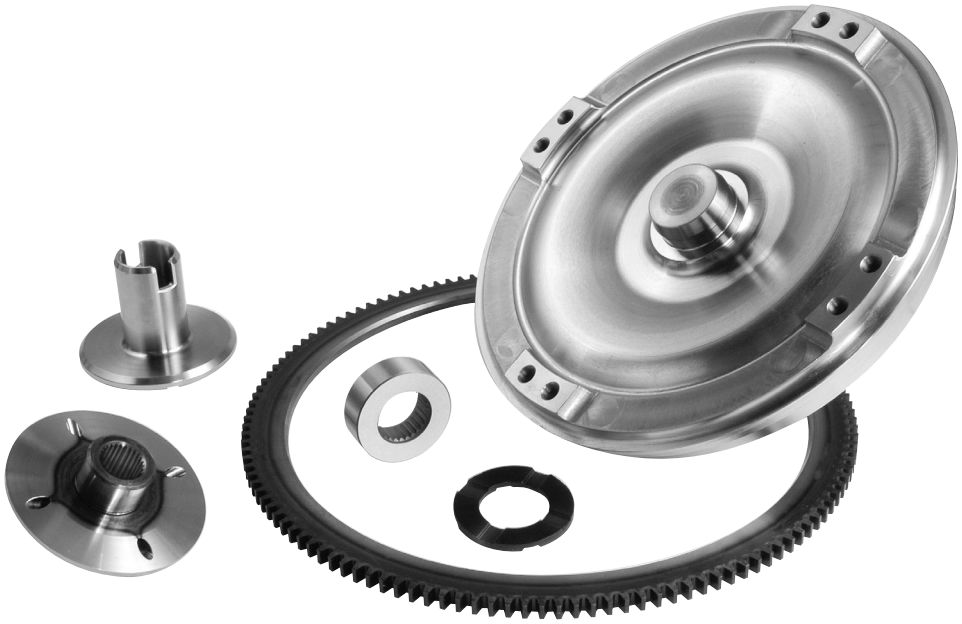
***CH-90CM-24**, Impeller Hub*

***CH-HTCM-22**, Turbine Hub*

***CH-WP6-OE**, Front Cover Thrust Washer*

***CH-CC-3**, Front Cover (with bushing **CH-B-2-CP** installed)*

***CH-RG-130**, Ring Gear (130-tooth)*

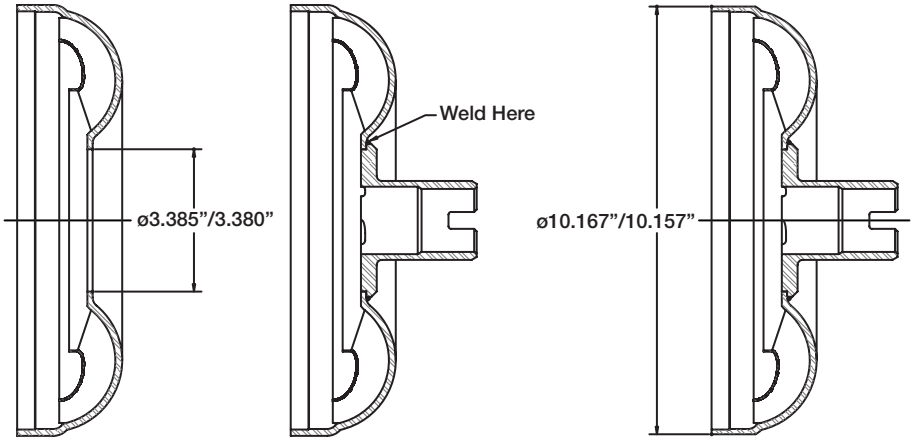


INSTRUCTIONS

IMPELLER ASSEMBLY (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 impeller hub from the outside. Make sure the impeller hub and impeller run concentric and then weld around the OD of the impeller hub as shown.**
3. **Fixture the impeller assembly in a lathe, making sure the impeller hub journal is running true. Turn the OD down to 10.157”/10.167” diameter.**

Figure 1



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TURBINE ASSEMBLY (SEE FIGURE 2)

1. **Bore a 2.350”/2.355” diameter hole on center in the stock GM 245mm turbine. This will remove the OEM turbine hub.**

Note: Both flanges of the OEM turbine assembly are retained and should **NOT** be removed.

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

FRONT COVER ASSEMBLY (SEE FIGURE 3)

3. **Install the ring gear on to the front cover from the impeller side.**

4. **Weld the ring gear in place on the impeller side seam.**

STATOR ASSEMBLY

Install new springs, rolls and inner race. For the CH-RK-3 (Chrysler 904), install the conversion inner race included with the kit. Install the stator cap and snap ring.

FINAL ASSEMBLY

With these racekits, the impeller fits inside of the front cover to allow the welder to clear the ring gear. Final end-play after welding should be between 0 and .010” and the stator assembly and turbine assembly should be able to turn with minimal effort.

Figure 2

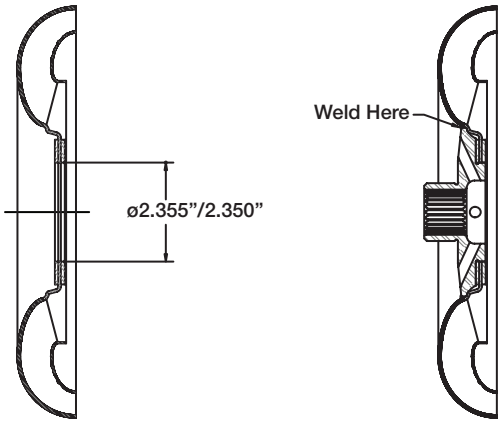

Figure 3