GM-RK-13

4L60-E LOCKUP RACE KIT

HIGH PERFORMANCE CONVERTER PARTS

Part No.
GM-RK-13

Kit includes:

- *Impeller Hub*
- *Turbine Hub*
- *Pilot*
- *Converter Shims*
- *Mounting Ring*
- *Flat Head Bolts*

IMPELLER ASSEMBLY INSTRUCTIONS (SEE FIGURE 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.

Install GM-90CM-57 impeller hub from the outside. Weld around the OD of the impeller hub, making sure it is centered on the impeller. This weld should be leak-proof.

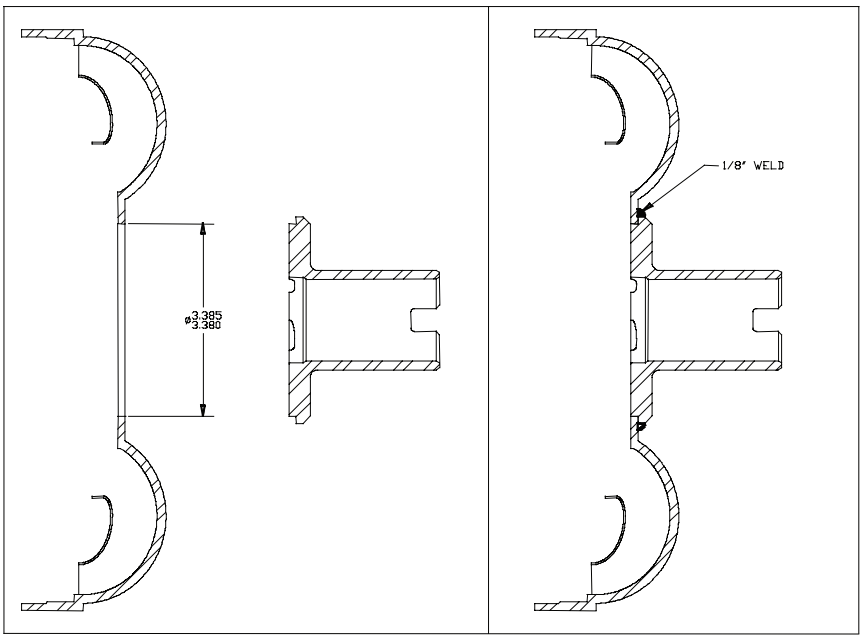

Figure 1

4L60-E LOCKUP RACE KIT

TURBINE ASSEMBLY INSTRUCTIONS (SEE FIGURE 2)

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 race kit turbine hubs. Also different is that both flanges of the OEM turbine hub assembly must be removed.*

Install the hub into the turbine from the front cover side and then weld around the OD of the turbine hub.

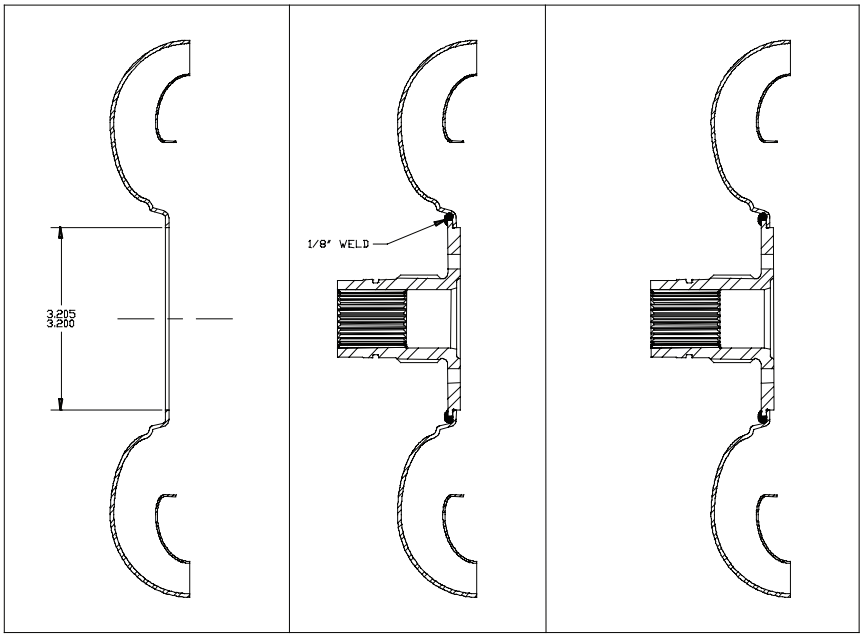

Figure 2

FRONT COVER ASSEMBLY INSTRUCTIONS (SEE FIGURE 3)

Note: Any surfaces that need to be cleaned up should be done before starting the assembly process.

Remove the pilot of the stock GM 245mm front cover by boring a 1.750"/1.752" diameter hole from the outside. The hole should run on center and perpendicular with the cover. Take a skim cut to true up the outside shoulder where the pilot will ride.

Install the pilot from the outside of the cover and then weld around the OD of the pilot. This weld should be leak-proof.

Attach the spacers and mounting ring to the cover assembly using flat head bolts as shown. The use of Loctite™ is recommended on the bolts.

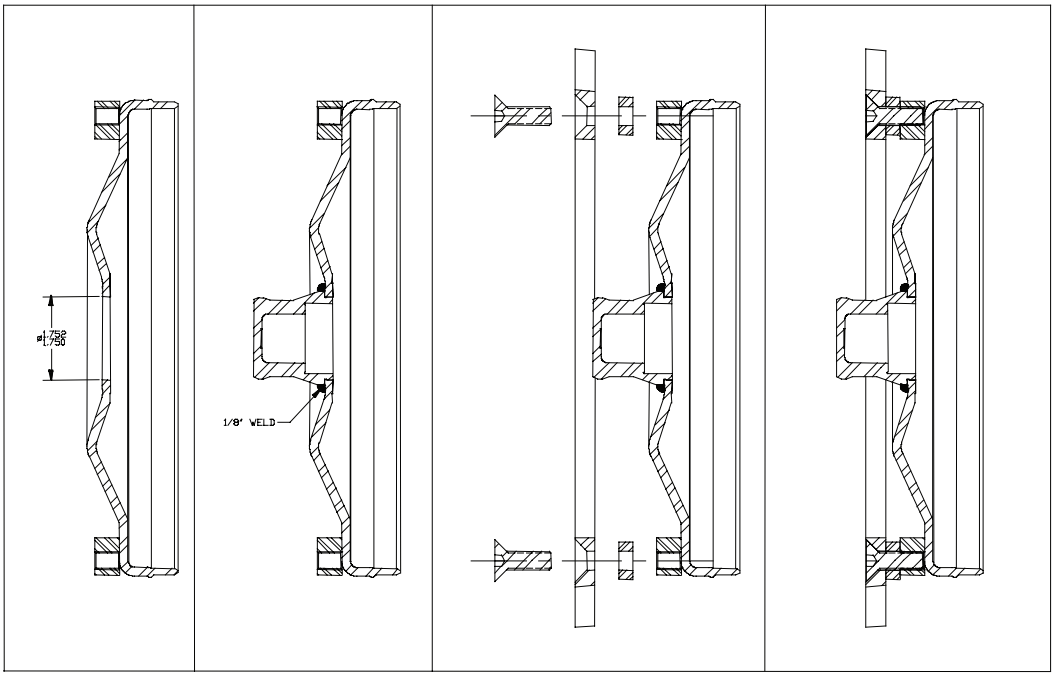

Figure 3

4L60-E LOCKUP RACE KIT

CLUTCH ASSEMBLY

The 4L60-E torque converter clutch controls are of the ECCC variety. Due to this, use only Sonnax GM-F-17HC high carbon friction linings.

FINAL ASSEMBLY

From this point, the kit can be assembled in the same manner as a 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.