

sonnax[®] PERFORMANCE

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PERFORMANCE

SMALL/LARGE DIAMETER • SINGLE-PLATE/MULTI-PLATE/NON-LOCKUP • DAMPERED/DAMPERLESS

CONVERTER KITS

VOL. 2

WHAT YOU NEED TO KNOW WHEN CHOOSING A CONVERTER KIT

Transmission Unit

Verify what transmission is installed in the vehicle, as it may differ from the stock unit and the converter core.

Converter Core

Converter associated with the OE transmission being used for the rebuild.

Spline Count

Number of splines on the transmission input shaft.

Details

Configuration and clutch function of the Sonnax kit.

Dampered/Damperless

A dampered multi-plate is best suited for all but the most extreme performance vehicles.

Not sure when to go damperless?

[Read more on the next page.](#)

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Additional components may be required when using these kits, see details at www.sonnax.com.

GM

Transmission Unit	Converter Core	Spline Count	Details	Dampered	Part No.
350, 400, Powerglide	Opel	30	Non-Lockup, 8"	No	GM-RK-2
	GM 245mm	17	Non-Lockup, 10"	No	GM-RK-7
	GM 245mm	17	Non-Lockup, 10", Mounting Ring	No	GM-RK-1417
	GM 245mm	30	Non-Lockup, 10"	No	GM-RK-1
	GM 245mm	30	Non-Lockup, 10", Small Bolt Circle Dia.	No	GM-RK-1S
	GM 245mm	30	Non-Lockup, Mounting Ring	No	GM-RK-14
200-4R, 4L60, 4L60-E	GM 245mm	27	Non-Lockup, 298mm	No	GM-RK-9
	GM 245mm	27	Single-Plate Lockup, 298mm, Mounting Ring	Yes	GM-RK-12
4L60-E	GM 245mm	30	Single-Plate Lockup, 298mm	Yes	GM-RK-18
	GM 245mm	30	Single-Plate Lockup, 300mm, Mounting Ring	Yes	GM-RK-13
	GM 245mm	30	Single-Plate Lockup, 300mm	Yes	GM-RK-17
4L60, 4L60-E	GM 258mm	30	Multi-Plate Lockup, 298mm	No	GM-RK-498
	GM 265mm	30	Multi-Plate Lockup, 298mm	No	GM-RK-495
	GM 245mm	30	Non-Lockup, 298mm	No	GM-RK-10
	GM 245mm	30	Single-Plate Lockup, 298mm, Mounting Ring	Yes	GM-RK-11
4L60-E, 4L65-E, 4L75-E	GM 258mm	30	Multi-Plate Lockup, 300mm	No	GM-RK-408
	GM 265mm	30	Multi-Plate Lockup, 300mm	No	GM-RK-405
4L80-E, 4L85-E	GM 245mm	35	Single-Plate Lockup, Mounting Ring	Yes	GM-RK-15
	GM 258mm	35	Multi-Plate Lockup	No	GM-RK-488
	GM 265mm	35	Multi-Plate Lockup	No	GM-RK-485
6L80, 6L90	GM 245mm	36	Single-Plate Lockup, 300mm	Yes	GM-RK-16
	GM 258mm	36	Multi-Plate Lockup, JMBX	No	GM-RK-688
	GM 265mm	36	Multi-Plate Lockup, JMBX	No	GM-RK-685

Exclusively from Sonnax! Woven Carbon Converter Kits

Authentic, OE-quality woven carbon frictions deliver the ultimate in performance and durability, and it's available only from Sonnax. Woven carbon rings also sold separately.

4L60, 4L60-E	GM 258mm	30	Multi-Plate Lockup, 298mm	No	GM-RK-498WC
	GM 265mm	30	Multi-Plate Lockup, 298mm	No	GM-RK-495WC
4L60-E, 4L65-E, 4L75-E	GM 258mm	30	Multi-Plate Lockup, 300mm	No	GM-RK-408WC
	GM 265mm	30	Multi-Plate Lockup, 300mm	No	GM-RK-405WC
4L80-E, 4L85-E	GM 258mm	35	Multi-Plate Lockup	No	GM-RK-488WC
	GM 265mm	35	Multi-Plate Lockup	No	GM-RK-485WC
6L80, 6L90	GM 258mm	36	Multi-Plate Lockup, JMBX	No	GM-RK-688WC
	GM 265mm	36	Multi-Plate Lockup, JMBX	No	GM-RK-685WC

DAMPED OR DAMPERLESS: HOW TO MAKE THE RIGHT CHOICE WHEN UPGRADING DIESEL TRUCKS

The popular practice of “chipping” diesel engines creates lots of additional horsepower and torque that easily can overpower any damper that would fit in the core envelope. OE clutch plates slip and just do not hold, and limited damper capacity further cripples performance. Upgrading to an aftermarket multi-plate converter is the only solution.

Damperless converter systems are a standard upgrade for the most radical diesel applications. Unfortunately, there are some unavoidable downsides to going damperless. In contrast to the cushioned, spring-loaded stock converters, drivers may feel the converter clutch both apply and release as they operate the vehicle. The experience can be jolting and will vary depending on (but not limited to) factors such as TCC computer control strategy, driving speed and throttle control.

Because damperless converters create a solid link between the engine and transmission, there also is the problem of additional stress on other drivetrain components such as transmission shafts,

gears, flex plates, driveshaft components, drive axles, and ring and pinions. In extreme applications where driving comfort and drivetrain durability are not the main concern, these are acceptable trade-offs for a powerhouse converter upgrade. For the everyday driver or casual performance enthusiast, they probably are not.

High-capacity, damped multi-plate kits from Sonnax are the ONLY converter upgrades that radically improve holding capacity without compromising the driving experience.

Whenever the application will support it, a damped multi-plate kit should be used in a rebuilt torque converter. If the vehicle's power levels require a damperless multi-plate, be sure to understand the pros and cons regarding driving comfort and drivetrain longevity. No one wants a truck back in the shop because of unexpected side effects. Give drivers the best of both worlds with a damped Sonnax upgrade that guarantees improved holding capacity with familiar, stock shift action.

Chrysler

Transmission Unit	Converter Core	Spline Count	Details	Damped	Part No.
A618, 47RE, 47RH, 48RE	BorgWarner 310mm	23	Multi-Plate Lockup	Yes	BW-RK-2A
	BorgWarner 310mm	23	Multi-Plate Lockup	No	BW-RK-3
	BorgWarner 310mm	35*	Multi-Plate Lockup <i>New for 2018</i>	Yes	BW-RK-5
	BorgWarner 310mm	35*	Multi-Plate Lockup <i>New for 2018</i>	No	BW-RK-4
68RFE	Ford 5R110W, 6-Stud	23	Multi-Plate Lockup	Yes	BWFD-RK-1
	68RFE	27	Multi-Plate Lockup	Yes	CH-RK-2A
727	68RFE	27	Multi-Plate Lockup	No	CH-RK-6
	GM 245mm	24	Non-Lockup	No	CH-RK-4
A904	GM 245mm	27	Non-Lockup	No	CH-RK-3

*Kit fits 35-spline Sonnax Smart-Tech® extreme duty input shaft and piston kit **22121B-08K**.

Ford

Transmission Unit	Converter Core	Spline Count	Details	Damped	Part No.
5R110W	5R110W, 6-Stud	31	Multi-Plate Lockup	Yes	FD-RK-12A
	5R110W, 8-Stud	31	Multi-Plate Lockup	Yes	FD-RK-16A
C4	GM 245mm	26	Non-Lockup, 10" or 11" Bolt Circle Dia.	No	FD-RK-3
	GM 245mm	26	Non-Lockup, 11" Bolt Circle Dia.	No	FD-RK-9
C6	GM 245mm	31	Non-Lockup	No	FD-RK-4
AOD	GM 245mm	35	Non-Lockup	N/A	FD-RK-1
AODE, 4R70W	GM 245mm	31	Single-Plate Lockup, Mounting Ring	Yes	FD-RK-10


Allison®

Transmission Unit	Converter Core	Spline Count	Details	Damped	Part No.
1000/2000/2400, Early or 1000/2000/2400, 2006-Later	1000/2000/2400	25	Multi-Plate Lockup	Yes	AL-RK-2A
	1000/2000/2400	25	Multi-Plate Lockup	No	AL-RK-3
LCT 1000 (Captive Clutch)	LCT 1000 (Captive Clutch)	25	Multi-Plate Lockup	Yes	AL-RK-4

ONLY SONNAX LETS YOU GO DAMPERED OR DAMPERLESS TO UNLEASH DIESEL POWER

Sonnax multi-plate converter kits are powerhouse upgrades for diesel truck owners that demand unmatched performance, consistency and durability from their vehicles.

Select Sonnax kits for upgrading Chrysler, Ford and Allison units come in both dampered and damperless configurations to give you the ultimate flexibility when customizing heavy-duty trucks for work or sport.



Fully-Machined,
Forged Chromoly Piston
Dampered Piston
Shown Here

Super-Strong
Billet Front Cover

Rugged HTE
Friction Elements (3)

Comparable Sonnax dampered/damperless multi-plates are identical in terms of components and how much torque they handle. The only difference is the piston, which in both kits is designed to increase oil flow to improve cooling and lubrication of clutch plates.

**SONNAX IS THE
EXCLUSIVE SUPPLIER
OF HIGH-CAPACITY, DAMPERED
MULTI-PLATE CONVERTER KITS**

Dampered Kits with Stock Shift Action

- Preassembled, patented piston/damper assembly is tuned to 1,250 ft-lbs
- Rugged piston features custom rivets that will hold up under extreme lockup pressures
- Spring end caps limit how far springs compress under load to prevent breakage

Damperless Kits with Aggressive Engagement & Lockup

- Extra thick piston resists bending and flexing under all extreme applications
- Heat-treated piston splines hold up under extreme lockup pressure



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PERFORMANCE CONVERTER KITS

ENGINEERED TO DELIVER BUILDS THAT LAST

A performance torque converter is highly specialized based on the characteristics of the specific vehicle. Cars and trucks pushing the limits can only optimize engine, transmission and drivetrain upgrades with the support of a top-of-the-line converter.

From a gearhead's hot rod to a workhorse diesel truck, Sonnax performance converter kits improve acceleration and durability for long-lasting, trouble-free builds.

- **Widest variety of kits available**
- **Designed for ease of assembly**
- **Improve acceleration & durability with confidence**

**NOBODY KNOWS
TORQUE CONVERTERS
LIKE SONNAX**



WHERE TO BUY

Sonnax parts are trusted worldwide by converter rebuilders and performance specialists. Contact Sonnax to set up an account or for product support.

LEARN MORE AT WWW.SONNAX.COM

CONTACT SONNAX

8:30 a.m. to 5 p.m. ET

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SONNAX PERFORMANCE GOES BEYOND THE CONVERTER

POWERGLIDE • 4L60/E • DODGE DIESEL

When you need vehicles to run reliably at extreme power levels, Sonnax upgrades ensure transmissions work harder and last longer on the road and track. From heavy-duty shafts and servos to gear sets and slip yokes, Sonnax is the most trusted name in transmission performance.



REQUEST CATALOGS & FIND PARTS AT WWW.SONNAX.COM

Performance Converter Kit Product Guide Vol. 2.1

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