sonnax®

TORQUE CONVERTER PARTS

Instructions

Mitsubishi F4/R4A51, F5/R5A51

Piston/Damper Repair Sleeve

Part No.
MT-DS-1

Figure 1

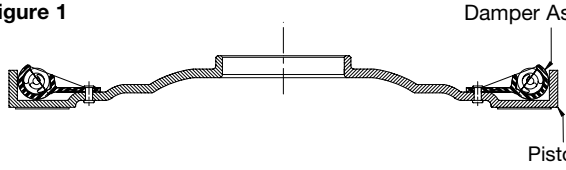


Figure 2

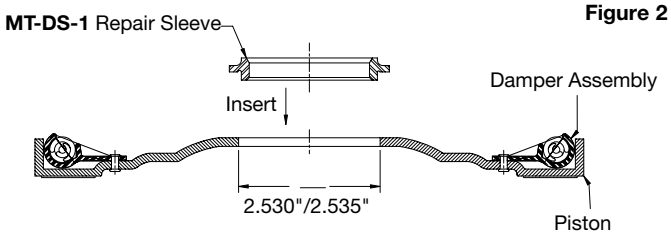
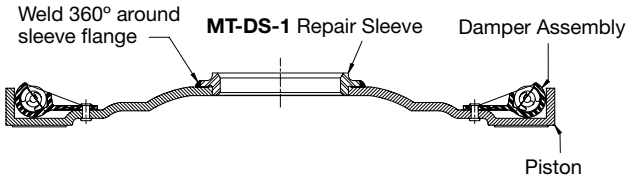


Figure 3



Machining & Installation Instructions

1. Chuck the piston plate (**Figure 1**) in a lathe with damper spring side facing out.
2. Bore the inside diameter to 2.530–2.535" (64.26–64.39mm) to accept repair sleeve (**Figure 2**).
3. Machine surface directly adjacent to the I.D. bore (**Figure 2**) to ensure a flat mating surface for the new Sonnax repair sleeve **MT-DS-1.**
4. Remove from the lathe and remove all the burrs.
5. Place repair sleeve in the piston damper assembly, making sure the flange is pressed firmly against the machined surface (**Figure 3**).
6. Weld 360° around the flange O.D. A GTAW (TIG) weld is preferred to ensure a strong, flat and leak proof weld (**Figure 3**).
7. After the sleeve has been welded, allow it to cool. Lightly clean the inside diameter with 600-grit emery cloth. Make sure none of the weld is above the top edge of the flange.
8. It is recommended that you balance the newly repaired piston damper assembly. Do not rely on balancing the converter to balance the piston damper as well since the piston damper assembly rotates independently of the converter impeller and cover. If an unbalanced piston damper is installed in a converter and then the converter is balanced, that converter will only be balanced if the piston locks up at the same position as it was during balancing.

Balancing can be done on a converter balancer using a turbine hub as a centering tool. Material may be removed, as in the factory, or material can be added. A weld bead may be enough to balance the assembly, but be careful not to overheat the friction ring if adding a weld bead.

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