sonnax®

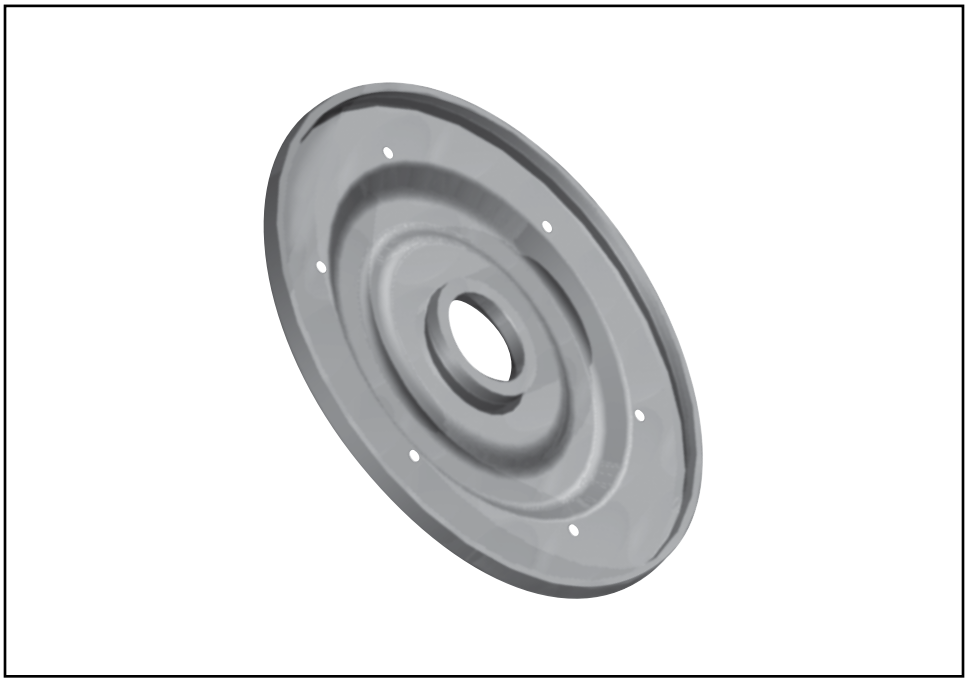
TORQUE CONVERTER PARTS

Instructions

Borg Warner 310mm LU (A618, 47RH/RE, 48RE)

Piston Plate

Part No.
BW-DA-3P



1. Remove rivet heads from the clutch side of OE damper assembly and remove the rivets. Take care not to damage the spring damper retainer plates.
2. The rivet holes on the Sonnax piston are countersunk for the rivet heads on the clutch side of the piston. Be sure your riveting tool contacts only the preformed head of the rivet rather than the piston.
3. After riveting the damper assembly to the piston and bonding a friction ring to the clutch face, it is recommended that the assembly be balanced. Do not rely on the converter balancing to compensate for an unbalanced piston damper. Because the piston damper and converter rotate independently, they must be balanced separately. A converter balancer should be adequate to do this, using a turbine hub as the centering tool on the balancer table. Balance to within 5 grams or better. To balance, material may be removed from the outer lip of the piston using a mill or die grinder with a burr or grinding wheel. Be careful not to overheat or damage the friction ring when grinding. Remove any burrs and make sure no chips or burrs are trapped in the damper assembly.

NOTE: The final assembly of the complete converter must also be balanced.

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4. OE turbine hubs do not allow adequate clutch release clearance when used with Sonnax **BW-DA-3P**. OE turbine hubs must be modified by machining the front extension of the outer spline to allow clearance for the piston to release completely. Machine OE hubs to .579" dimension or to the inner step of the spline extension (**Figure 1, page 2**).

NOTE: Sonnax replacement turbine hub **GM-HT-9HS** does NOT require this modification.

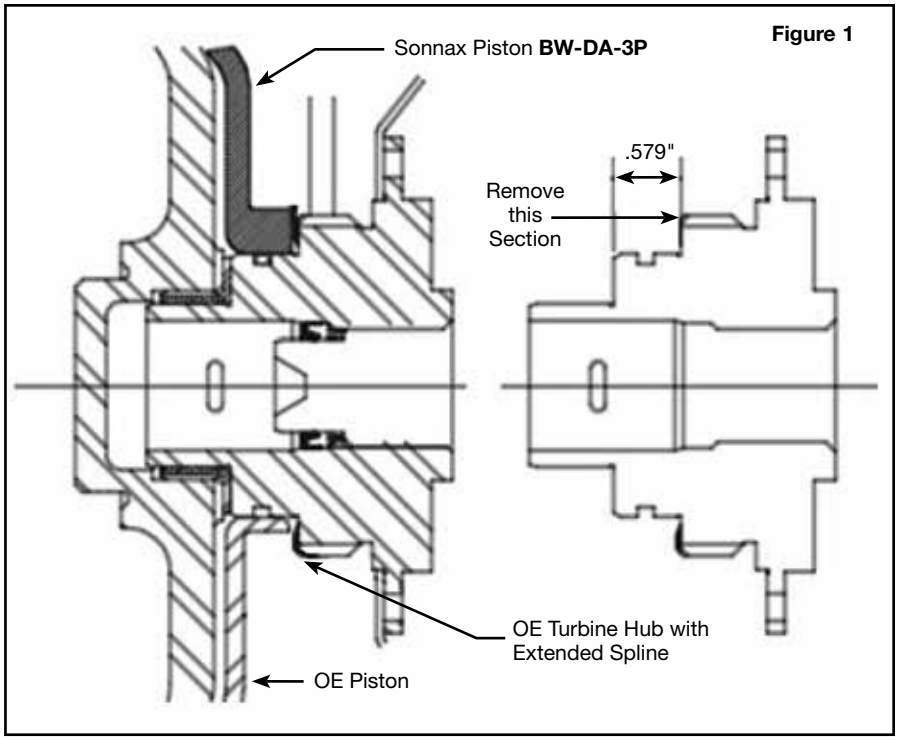

Figure 1