

10-Clutch Drum Kit with Bearing

Part No.


28756-08K

- 10-Clutch Drum
- 10-Clutch Piston
- Bushing PTFE-Coated
- 10-Clutch Hub
- High Clutch Return Springs (24)
- Clutch Drum Spring Retainer
- Retaining Ring Large
- Retaining Ring Small
- Wear Plate Large
- Wear Plate Small
- Lip Seal Large
- Lip Seal Small
- Frictions (10) .060"
- Kolene[®] Steels (10) 24-Tooth
- Thrust Bearing
- Shim, Wide
- Shim, Narrow
- Rubber Bumpers (60) 6 Extra Not Shown

Patent Nos. 6,920,970 & 7,204,357

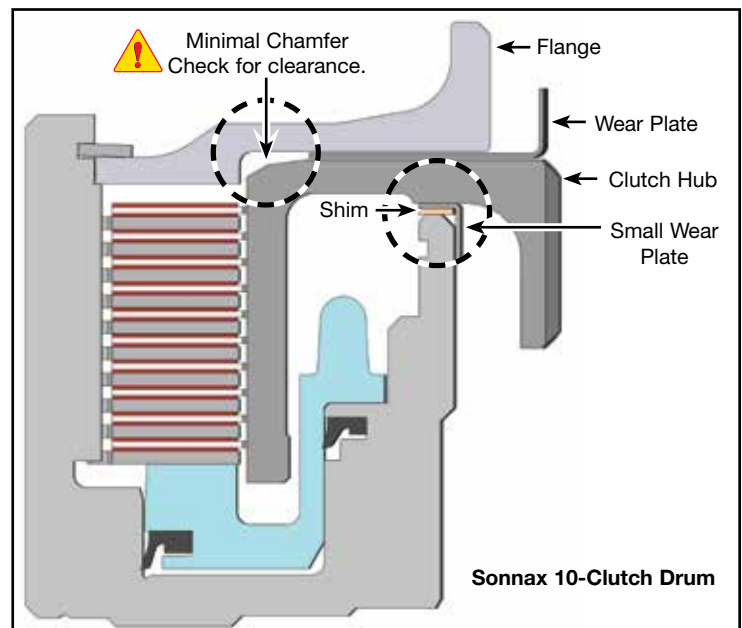
GM Powerglide[®]



 To ensure maximum clutch plate engagement with the hub splines, Sonnax 10-clutch hubs are manufactured with a minimal chamfer at the indicated area. When using non-Sonnax flanges, you must check the clearance between the chamfer on the hub and the sun gear flange to ensure there is adequate clearance. If more clearance is needed, machine a greater chamfer on the hub as necessary.

NOTES & CAUTIONS:

- If pump has been previously machined at thrust washer/bearing face to accept a bearing, and previously used a drum that is NOT machined, install Sonnax .046" thick wide pump shim between bearing and pump.
- If pump has not been machined at thrust washer/bearing face, install Sonnax drum and included bearing. Discard Sonnax .046" thick wide pump shim.
- Check clutch hub endplay. If excessive, install shim between small wear plate and drum to keep hub located closer to flange and ensure full clutch spline engagement with top of clutch hub. Some clutch hub endplay is required.
- A clutch stack up with 10 frictions requires the top friction to run against sun gear flange plate. When using non-Sonnax flanges, ensure the flange surface is smooth enough to run friction material directly on the flange surface (generally Ra 20 or better). Clutch pack clearance is typically just over .060-.080" and is best checked with a modified flange plate that allows access for measurement.
- If sun gear flange plate is NOT suitable for running friction material directly on flange surface, replace top friction with steel plate for a total of nine frictions and 11 steel plates.





When using the anti-drag rubber bumpers, it is best to have the input shaft supported with a bushing at the front of the stator tube.

If the input shaft is not supported with a bushing at the front of the stator tube, accumulated tolerances and clearances can allow the input shaft and high clutch hub can move off center. This will result in the clutch plates contacting the anti-drag rubber bumpers, damaging the bumpers and potentially causing clutch pack failure.

1. Assemble Piston

Assemble piston, seals, return springs and retainer using normal assembly procedures.

2. Install Rubber Bumpers

Install six anti-drag rubber bumpers into the holes (Figure 2) on nine of the 10 steel plates. Take care when installing the rubber bumpers to not tear or damage the rubber. Six extra bumpers are included in this kit.

2. Load Drum

When loading the drum, the first steel against the piston should have no rubber bumpers. Stack the remaining clutches and steel plates, alternating the position of the rubber bumpers (Figure 3), so that no bumpers are stacked on top of each other.

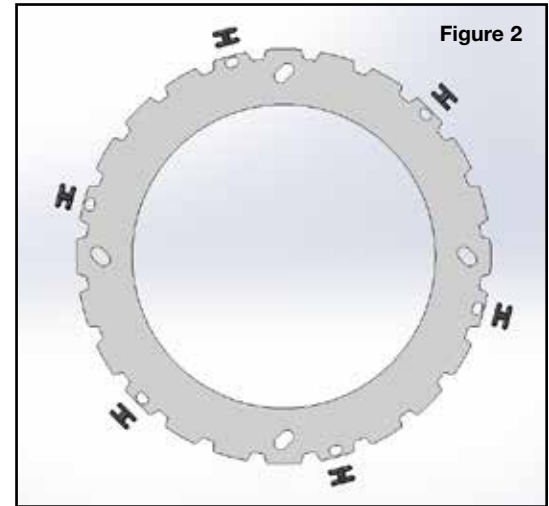


Figure 2

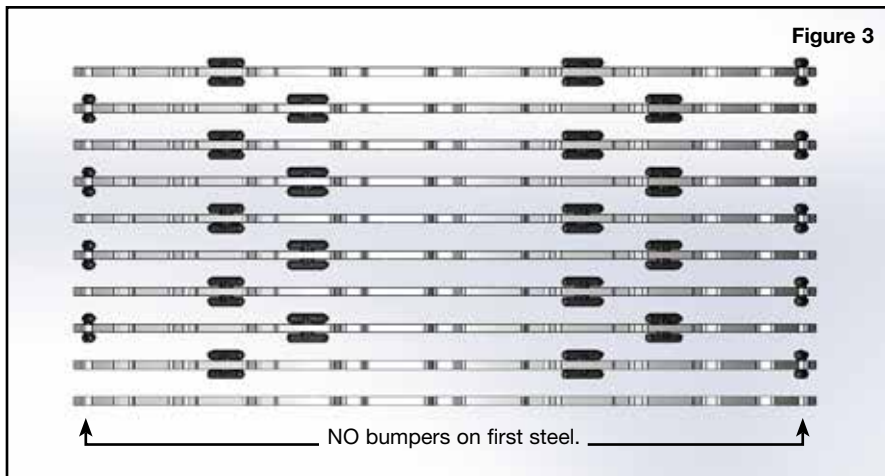


Figure 3

Rubber Bumper

