

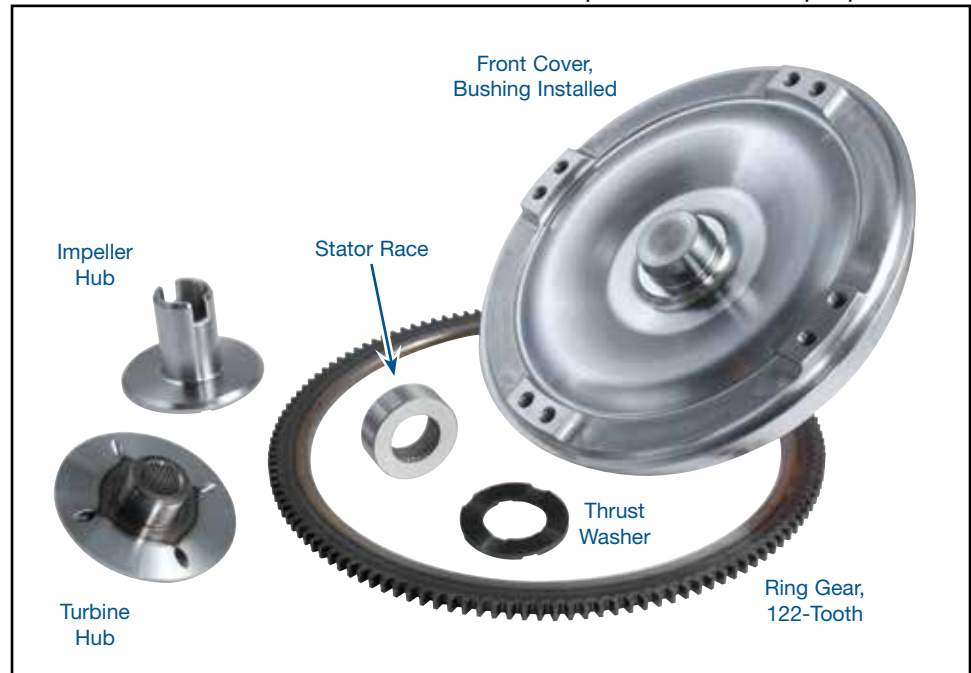
Performance Converter Kit

Part No.
CH-RK-3

- Impeller Hub
- Stator Race
- Turbine Hub
- Thrust Washer
- Front Cover, Bushing Installed
- Ring Gear 122-Tooth

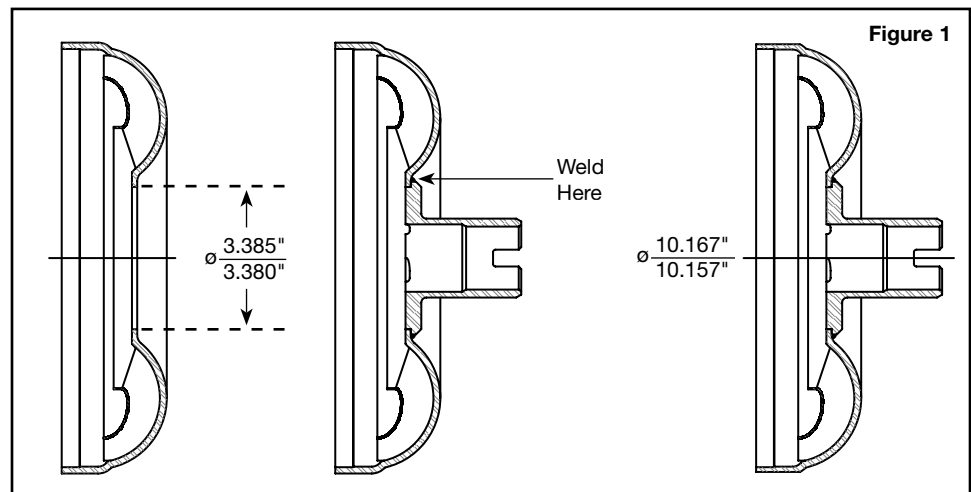
Chrysler 904, 10³/₄" NLU

Unit Size: 10 • Core: GM 245mm • Dampered: No • Turbine Hub Input Spline Count: 27



1. Impeller Assembly (Figure 1)

- Remove OE GM 245mm impeller hub by boring a 3.380–3.385" dia. hole on center in the stock GM 245mm impeller.
- Install Sonnax impeller hub from the outside. Ensure impeller hub and impeller run concentric and then weld around the outer diameter of the impeller hub.
- Fixture the impeller assembly in a lathe, making sure the impeller hub journal is running true. Turn the outer diameter down to 10.157–10.167" dia.



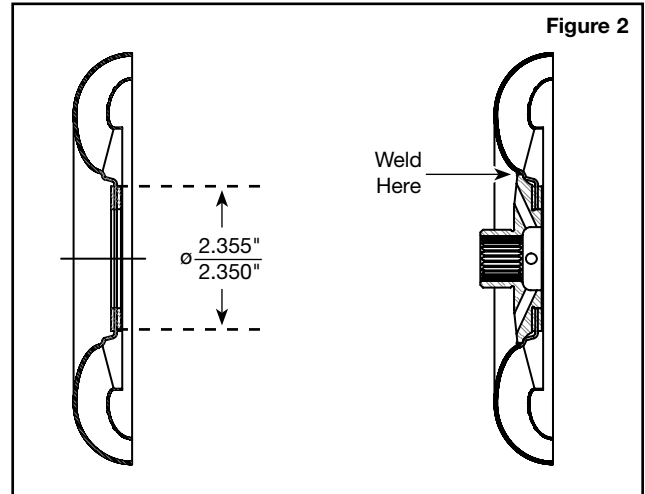
2. Turbine Assembly (Figure 2)

- a. Bore a 2.350–2.355" dia. hole on center in OE GM 245mm turbine. This will remove the OE turbine hub.



NOTE: Both flanges of the OE turbine assembly are retained and should NOT be removed.

- b. Install Sonnax turbine hub into OE turbine from the front cover side. Weld around the outer diameter of Sonnax turbine hub.



3. Front Cover Assembly (Figure 3)

- a. Install Sonnax ring gear onto Sonnax front cover from impeller side.
- b. Weld the ring gear in place on the impeller side seam.

4. Stator Assembly

To complete the assembly, install the following:

- a. New accordion springs and rolls (not included).
- b. Sonnax conversion inner stator race (included).
- c. New stator cap and snap ring (not included).

4. Final Assembly

With this performance converter kit, the impeller fits inside of the front cover to allow the welder to clear the ring gear. Final endplay after welding should be between 0–.010" and the stator assembly and turbine assembly should be able to turn with minimal effort.

