sonnax®

TORQUE CONVERTER PARTS

Instructions

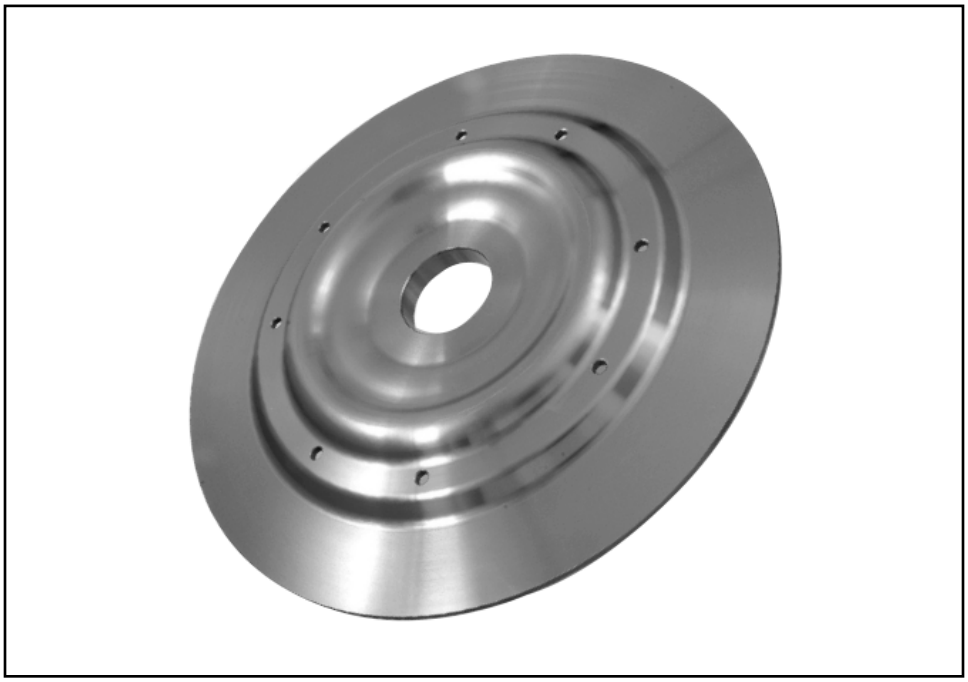
GM 265mm LU (4T60-E, 4T80-E)

Piston Plate

Part No.
GM-DA-7P

NOTE: GM-DA-7P will stack up properly with a .045" thick friction ring. It may also be used with a .066" thick friction ring, provided the clutch release clearance is properly adjusted. A clutch release clearance of .035–.045" is recommended.

Associated Part
GM-RV-9 Rivets



To make this assembly you will need a salvaged GM 258mm damper, a Sonnax **GM-DA-7P** piston plate and **GM-RV-9** rivets. 258mm converter cores with the codes of JSFM, JTFM and JZFM use damper assemblies with an acceptable spring rate.

1. Note the balance notches on the O.D. of the GM 258mm factory piston. Material is removed to balance the assembly. Each assembly will have different notches, depending on how out of balance that particular assembly was before balancing.
2. After riveting on the new piston, the new assembly should be balanced. Do NOT rely on the converter balancing to balance the piston damper as well. The piston damper and converter impeller rotate independently and must be balanced separately. 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 in the same position it was in during balancing.
3. Balancing can be done on a converter balancer using a turbine hub as the centering tool on the balancer table. Material may be removed, as in the factory, or material can be added. A weld bead may be enough. Be careful to not overheat the friction ring if adding a weld bead to balance.

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