

GM 4L60, 4L60-E (298mm), Single Plate

Unit Size: 10" • Core: GM 245mm • Dampened: Yes • Turbine Hub Input Spline Count: 30

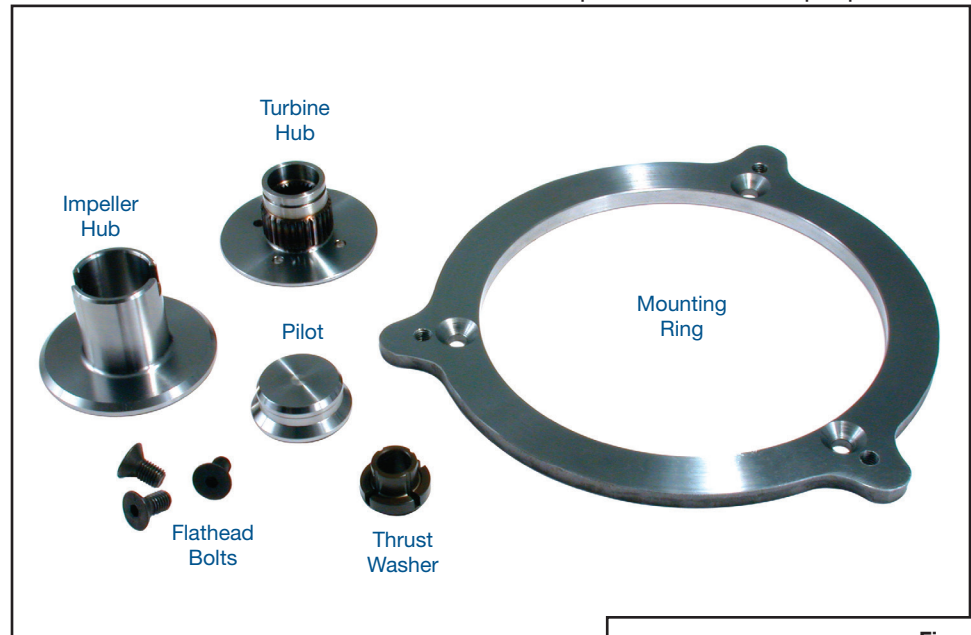
298mm Performance Converter Mounting Ring Kit

Part No.

GM-RK-11

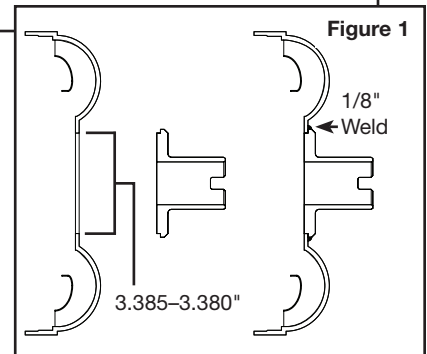
- Impeller Hub
- Turbine Hub
- Thrust Washer
- Mounting Ring
- Flathead Bolts (3)
- Pilot

NOTE: Adapts front-wheel drive 245mm cores to GM 298mm applications with 30-tooth input splines.



1. Impeller Assembly (Figure 1)

- Remove the stock GM 245mm impeller hub by boring a 3.380–3.385" dia. hole on center in the stock GM 245mm impeller.
- Install the Sonnax impeller hub from the outside. Weld around the O.D. of the impeller hub, making sure it is centered on the impeller.

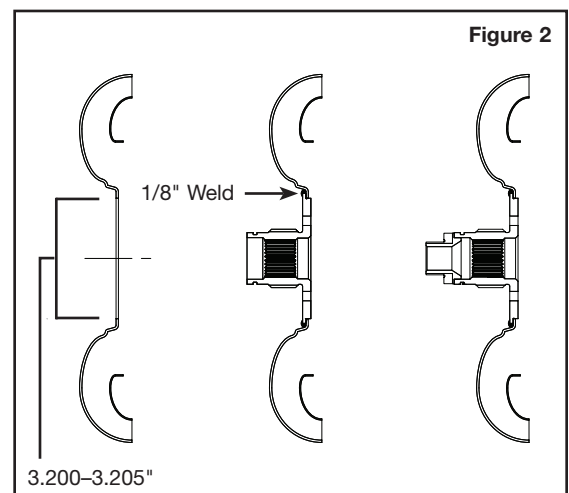


2. Turbine Assembly (Figure 2)

- Bore a 3.200–3.205" dia. hole on center in the stock GM 245mm turbine. This will remove the OE turbine hub.

NOTE: The mounting diameter is different than non-lockup performance converter kit turbine hubs. Also different from other performance converter kits is that both flanges of the OE turbine hub assembly are removed.

- Install the Sonnax turbine hub into the turbine from the front cover side and then weld around the O.D. of the turbine hub.
- Press the Sonnax aluminum thrust washer into the end of the turbine hub, the same way the OE C-washer is installed.



3. Front Cover Assembly (Figure 3)

NOTE: Any surface that needs to be cleaned up should be done before starting the assembly process.

- Remove the pilot of the stock GM 245mm front cover (FWD) and, from the outside of the cover, bore a 1.750–1.752" dia. hole. The hole should run on center and perpendicular with the cover. Take a skim cut to true up the outside shoulder where the pilot will ride.
- Install the Sonnax pilot from the outside of the cover and then weld around the O.D. of the pilot. This weld should be leak-proof.
- Use the three flathead bolts to attach the adapter ring to the front cover. The use of Loctite® on the bolts is recommended.

4. Clutch Assembly

The kit is designed to work with early-model GM 245mm piston/damper assemblies. 4L60-E units with EC³ systems **MUST** use clutches with woven carbon or High Thermal Engaging (HTE) friction material.

5. Final Assembly

From this point, the kit can be assembled as a stock GM 245mm converter.

NOTE: High torque applications can overpower the torque capacity of stock GM 245mm single disc clutch and damper assemblies. The ability of this single disc clutch to handle a specific torque load is dependent on many factors, including the amount of input torque and the strategy that is used in applying the torque converter clutch. Sonnax does not guarantee that the capability of the 245mm damper assembly will be adequate in all applications.

