



Piston Plate

Part No.

AL-DA-3P

Associated Parts

- AL-RV-3 Damper Rivets
- B45350HTE Friction Ring, .045" thick
- B45350HTS Friction Ring, .045" thick
- B66350HTE Friction Ring, .066" thick
- B66350HTL Friction Ring, .066" thick
- B66350HTS Friction Ring, .066" thick
- AL-O-1 Piston Seal

Allison[®] 1000/2000/2400, Early



NOTE: To make this assembly you will need an Allison 1000/2000/2400, early-style piston damper assembly, Sonnax piston plate **AL-DA-3P** and 18 Sonnax countersink rivets **AL-RV-3**.

1. Disassembly

Remove the rivets from the damper side of the old assembly. Be careful not to damage the spring damper retainer plates.

2. Assembly

Rivet the piston plate. When riveting, be sure the tooling on the riveting fixture is seated on the countersunk rivet head and not on the piston plate surface. The rivet head will either be just below or just above the piston surface.

3. Assembly Balancing

NOTE: Notice the balance notches or holes on the OD of the factory piston. Material is removed to balance the assembly. Each assembly will have different notches or holes depending on how out-of-balance that particular assembly was before balancing.

After riveting in the new piston it is recommended that the new assembly be balanced. Do not rely on the converter balancing to balance the piston damper also. The piston damper and the converter impeller and cover rotate independently and thus must be balanced independently. In other words, if an unbalanced piston damper were to be installed in a converter and then the converter is balanced, that converter will only be balanced if the piston locks up at the same position as it was during balancing. Balancing can be done on a converter balancer using a turbine hub as the centering tool on the balancer table. Material may be removed, like the factory, or material can be added, a weld bead may be enough to balance the assembly. Be careful not to overheat the friction ring if adding a weld bead to balance.