

Ford C4, 11"

Unit Size: 10" • Core: GM 245mm • Dampened: No • Turbine Hub Input Spline Count: 26

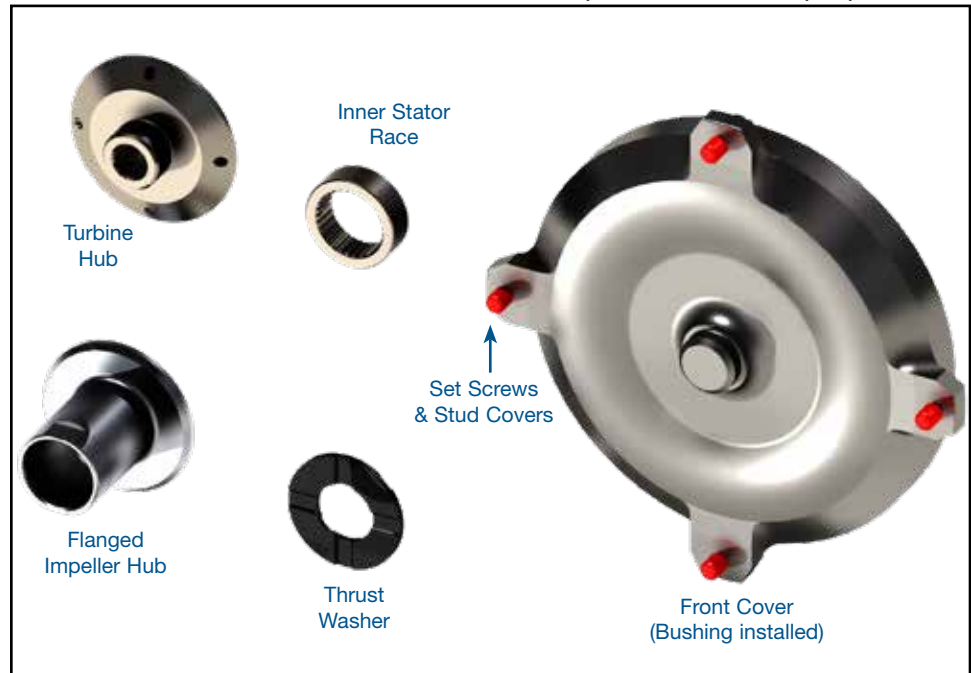
11" Performance Converter Kit

Part No.

FD-RK-9

- Flanged Impeller Hub
- Inner Stator Race
- 26-Tooth Turbine Hub
- Thrust Washer
- Front Cover, Small Bolt Pattern
- Front Cover Bushing (installed)
- Set Screws (4)
- Stud Covers (4)

NOTE: For 5.625" stack height.



1. Impeller Assembly (Figure 1)

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

2. Turbine Assembly (Figure 2)

- Bore a 2.350" to 2.355" dia. hole on-center in the stock GM 245mm turbine. This will allow removal of OE turbine hub.

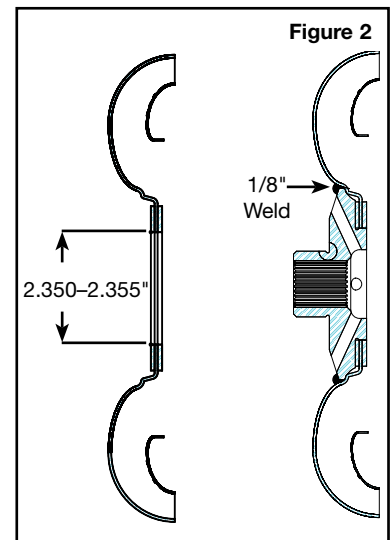
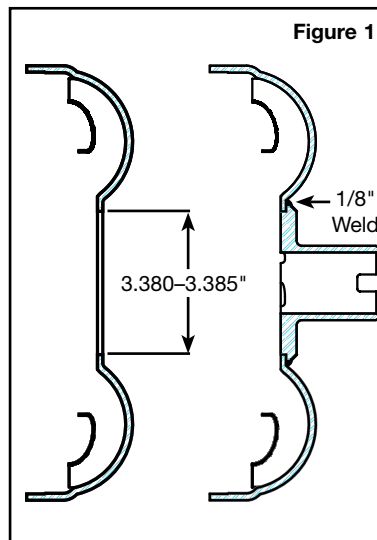
NOTE: Both flanges of the OE turbine hub assembly are retained and should not be removed.

If using Sonnax stator **GM-ST-082** or **GM-ST-086**, the stator will be .345" taller than OE stator. Approximately .345" must be removed off the turbine bearing face to correct clearances and stack height.

- Install Sonnax turbine hub into turbine from the front cover side and weld around O.D. of the turbine hub.

3. Stator Assembly

- Install Sonnax stator race.
- Install new springs and rolls (not included in kit).
- Install OE stator cap and snap ring.



4. Front Cover Assembly

- a. Clean the four threaded holes and set screws to remove any oil residue.
- b. Install the four set screws with socket end on the impeller side, extending out of the cover pad 1/2 inch.
- c. TIG weld the four set screws securely in the tapped holes from the impeller side.
- d. Place Sonnax stud covers on exposed threads.

5. Final Assembly

Continue converter assembly. Sonnax thrust washer is included for use during reassembly. Final endplay after welding should be .000" to .010", and the stator and turbine assemblies should be able to turn with minimal effort.