



## Torque Converter Installation Guide

The installation of a torque converter is not always as easy as it looks. Therefore, we strongly recommend that you read these instructions and follow them carefully so that you avoid any unnecessary problems due to improper installation.

**STEP 1:** Once you have removed the converter from the box, take a minute to make sure that it is the correct converter for your application. To do this, hold the converter onto the flexplate to check that the converter pilot fits properly into the rear of the crank shaft with no excess clearance. Check to make sure that the bolt holes or the studs on the converter line up with the bolt pattern of the flexplate.

**STEP 2:** After you check the converter for fit to the flexplate and crankshaft, check the flexplate itself for cracks or excessive wear on the starter teeth. It would be a shame to go through the trouble of removing the transmission and not replacing the flexplate if necessary. We strongly recommend that you replace your stock flexplate with a heavy duty flexplate. They are available for most applications. Call ATF at 1-866-916-1155 for more information.

**STEP 3:** When installing the converter into the transmission, pour approx. 1 quart of your choice of transmission fluid into the converter before installing it into the transmission. Using light grease, coat the transmission seal, front pump bushing and converter neck.

**STEP 4:** Install converter into transmission, carefully trying not to damage the front seal and bushing. Once you are into the pump, hold the pilot of the converter with one hand to center the converter and rotate the front mounting pads in a clockwise direction. This will allow the splines and hubs slots or (flats in case of Ford type) to engage into the transmission. At this point, use a light lithium grease or equivalent and grease the torque converter pilot, and crank shaft so that the converter slides into the crank without binding up.

**STEP 5:** Before installing the transmission onto the engine, make sure that the engine dowel pins are free of rust, and that the dowel holes in the transmission are free of dirt or corrosion. Grease both lightly to avoid any type of bind up. **NOTE:** If you are using a motor plate, make sure that your dowel pins are long enough. In case of a .90 mid plate, I think you can get away with using the stock engine dowel pins. Anything thicker than .090, purchase and install longer dowel pins.

**STEP 6:** Position the transmission onto the engine dowel pins and install transmission mounting bolts. The transmission housing should contact the engine block squarely. If it does not, **LOOK FOR THE REASON. DO NOT** attempt to draw the transmission against the block with the bolts. The converter is probably not all of the way into the transmission.

**STEP 7:** After the transmission housing bolts are tight, check to see if the converter can turn freely (except Ford applications with studs). Push the converter into the transmission as far as possible. Using a ruler or scale, check the distance between the converter pad and the flexplate. Pull the converter forward a minimum of 1/8 of an inch, maximum 3/16 inch. Using the flat washers, remove any additional space between the converter and flexplate. **NOTE:** In case of Ford applications with studs, measure from end of stud to flexplate. Tighten converter nuts and measure again. The difference should be within the tolerance.

**STEP 8:** Finish the installation of the transmission. When finished, pour 4 quarts of transmission fluid into the transmission. Start the engine and immediately add two more quarts of transmission fluid. Continue adding transmission fluid until it is properly filled.