

C16000 Torque Converter Installation

Note: Your torque converter installation may be different from that shown in Figure 1. These instructions are general in nature. Refer to your Wagner Parts Manual for specific orientations, locations, and part numbers.

Installation procedures:

1. Remove all burrs from flywheel mounting face and pilot bore, and clean with solvent. **Check and record engine crankshaft “end play” with a dial indicator. The indicator reading must be the same before and after the torque converter is mounted to the engine.**
2. Install studs and tighten to 90-100 ft-lbs torque. **Do not reuse the ring gear mounting studs, washers, or nuts.**
3. Install ring gear by tapping lightly into place.
4. Install the backing plate.
5. Lubricate stud threads, belleville washers, and nuts with SAE #10 oil.
6. Install belleville washers and elastic stop nuts as shown. Tighten nuts enough to completely flatten the belleville washers, but do not exceed 90-100 ft-lbs torque.
7. Mount torque converter to engine with 1/2” studs and bolts. Tighten to 80-88 ft-lbs torque.
8. Torque nut to 250 ft-lbs to preload isolation mount.
9. Torque nut to 11 ft-lbs to apply approximately 700 lbs of tension to the engine tail support rod. Then torque remaining jam nuts.

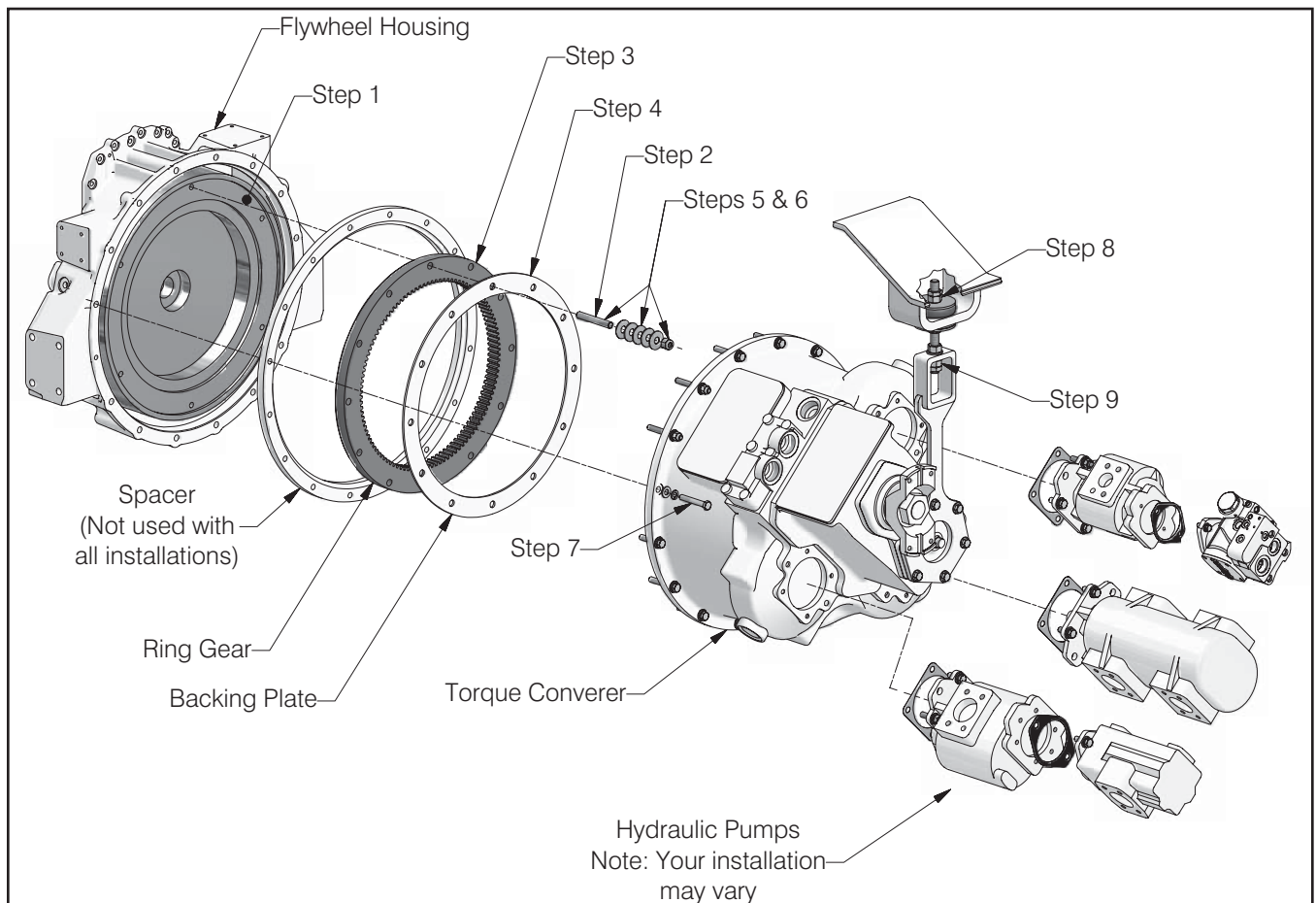


Figure 1