

TURBO ACTION

1535 Owens Road, Jacksonville, FL 32218
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Converter Instructions

Street S-800 Series, Hemi 11", Pro Series 10", 9", 8", 7" & J's
(Will **Not** Fit Lock-Up* or Variable Pitch)

General Info

Before installing converter, check to make sure that front pump gear lugs are straight up and down and center in transmission. Make sure input shaft and stator shaft are clean (shafts that converter slide onto). Converter when placed on transmission sometimes will be hard to get to line up. Wiggle converter and spin at the same time until converter drops at least twice. **CAUTION:** If converter is not all the way back, the transmission will work poorly and last only a few miles before it ruins the front pump.

Be sure that converter bolts are put on with loctite.

After transmission to engine mounting bolts are tight, push converter back towards transmission. Then pull forward against flexplate/flywheel a **minimum of 1/16"** and a **maximum of 1/8"**. If more than 1/8", washers should be added between converter and flexplate/flywheel until the proper working clearance can be obtained. It would be rare for more than one washer to be needed to obtain this working clearance.

NOTE: Any washers added should be of equal size, shape and weight.

Recommend; **Chrysler products**, **Ford products** and **GM products** to use a good brand of Dexron III fluid +3, +4 (first choice) or Type "F" fluid (second choice). Recommend AMSOIL for all trans for best performance and reliability. **Note:** Type "F" shifts slightly better, but does not lube trans as good.

Caution: Be sure you add transmission fluid, but do **not** overfill. Make sure transmission mount, bellhousing bolts, converter bolts, linkage and cooling lines are secured.

Be absolutely sure that cooling lines and transmission cooler are **flushed clean**.

Be sure to **read the Water Burnout Instructions** on how to properly do your water burnout. This is very important for the life of the converter and transmission.

Suggest for added protection to use a good cooler with 11", 10", 9", 8" and 7" converters.

If you are using a **mid-engine plate in excess of 1/8"**, the converter you order from us must be made specifically for the mid-engine plate thickness and will carry the Code "E" after the part number.

*Except if Turbo 200 using 27218 Series Converter.

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Converter Bolts & Flexplate Holes?

Over the years on the tech line we have had many customers who do not understand the relationship of the torque converter to the engine and transmission mechanically. The converter must be in line with the crankshaft and the transmission pump assembly. These three items must form a line from the front of the crankshaft to tip of the output shaft of the transmission. A perfectly straight line like the line bore in your engine. This means that the bore in the back of the crank, the nose of the converter and the converter transmission pump drive are all precise tolerance items, in order to maintain the accuracy of the imaginary line. **Many people unfortunately think that the bolt holes in the flexplate are used for alignment.** Actually the bolts and matching holes in the flexplate are only for driving the converter and **the holes in flexplate should be at least 1/32" larger than the bolt size.** Tight bolt holes will cause the converter to have excessive run out, which can cause damage to the engine, the transmission or both.

It is for the above reasons that when you have a mid-engine plate which is over 1/8", you must add to the converter length an equal amount or have an extension on crankshaft. Do not make up the difference using only washers. You must also extend the nose of the converter or add an adapter to crankshaft bore. If in doubt, give us a call.

6/19/01, 5/13/02, 2/17/17

Torqueflite Street S-800 11" Converter (#17801):
This converter requires the use of a stock 10 3/4" (340/360 style) torque converter flexplate.

Torqueflite Hemi 11", Street S-800 10", Pro Series 10", Pro Series 8" and 9" Converters:
Requires the use of our flexplate and bolts (#17104) when adapting to Wedge type engine (if six bolt crank). Note: Our #17104 is neutral balanced. Hemi and 440-6 Pack cranks require 8-bolt crank flexplate (#17103SFI) & converter bolts (#17106).
Requires drilling flywheel holes to 15/32".

Note: The O.E.M. Magnum Motors (Not Crate) 1991-95 use a crank trigger special flexplate with a non-symmetrical bolt pattern (Converter to Flexplate). 1996-Up use crank trigger special flexplate that has a symmetrical bolt pattern (Converter to Flexplate).

1991-95	318/360ci.	Mopar #53008669	Non Symmetrical Bolt Pattern
1996-Up	318ci.	Mopar #521118552	Symmetrical Bolt Pattern
1996-Up	360ci.	Mopar #4863841	360 Balanced Symmetrical Bolt Pattern

Torqueflite Street S-800 11", Street S-800 10", Pro Series 10", Pro Series 8" and 9" Converters:
All Chrysler converters 1971-Up requiring external balance will need either a special flexplate or balancing of the converter for that engine. Balancing of converter for engine can be furnished when specified at time of ordering. It must clearly be requested as a special order item. Our coding would be as follows and the part number would reflect whether unit was balanced by having the following code after the part number: **Requires drilling flywheel holes to 15/32"**.

Code A - 383,400,440 Cast Crank	Code D - 1970-72 440-6 & 440-4 HP
Code B - 360 Cast Crank	Code E - 360 Magnum Crate Motor
Code C - 340 Cast Crank	

Torqueflite Pro Series 9" and J Type Converters:
Requires machining the front pump on transmission per the attached sheet.

Powerglide Street S-800 11", Street S-800 10", Pro Series 10", Pro Series 8", 9" and 7" Converters:
Requires drilling flywheel holes to 15/32".

TurboHydro Street S-800 11", Street S-800 10", Pro Series 10", Pro Series 8" and 9" Converters:
When any of the above size converters are installed on a Turbo Hydro 400 transmission, it will require the universal flywheel bolt pattern. If your present flywheel does not accept the converter, it will be necessary to obtain GM flywheel #3991403/#340296, except if 454 cu. in. Then use GM flywheel #3992069/#343738. **Requires drilling flywheel holes to 15/32"**, **the exception is the S800 11"**.

Ford C4 Street S-800 10", Pro Series 10" and Pro Series 8" Converters:
If converter you ordered does not line up properly with flywheel (flexplate), then you have ordered the incorrect converter. If you have a 24 spline transmission, you must use a 1966-69 front pump in your transmission due to wall thickness of necks. None of our 24 spline converters will work on 1964-65 C4 front pumps. **Requires drilling flywheel holes to 15/32"**.

Ford C6 Street S-800 10", Pro Series 10" and Pro Series 8" Converters:
Requires drilling flywheel (flexplate) to 15/32". A 351 Cleveland engine (not 351M engine), you must use flywheel D1ZZ-6375-A. **Requires drilling flywheel holes to 15/32"**.

Mopar Converters

Caution!

It doesn't matter what brand converter you use please note the following:

1. The torque converter bolts all applications must have heads that meet the following specifications: Head Thickness 0.188-0.198".
2. The flex plate bolts to crankshaft head thickness must be: Head Thickness 0.188-0.198".



If you do not check this you can tear up the back of the block with the thick converter bolts.

If you use thick flexplate bolts to crankshaft most will hit back of converter, when equipped with balloon plate and could cause potential damage to motor, transmission, converter or flexplate. **This also occurs on GM & Ford sometimes.**



Mopar Owners: Before installing converter place converter up into Crankshaft and start all four bolts. If any are hard to start paint one pad and matching hole in flexplate and remove and enlarge all holes in flexplate to 31/64". Reinstall again and be sure no bolts are binding!

Note: 1962-1995 all Mopars with "727" & "904" Transmissions have one bolt off set and only go one way! 1996-up are symmetrical patterned.