

Super Mega Steel Stator Converter w/Billet Cover

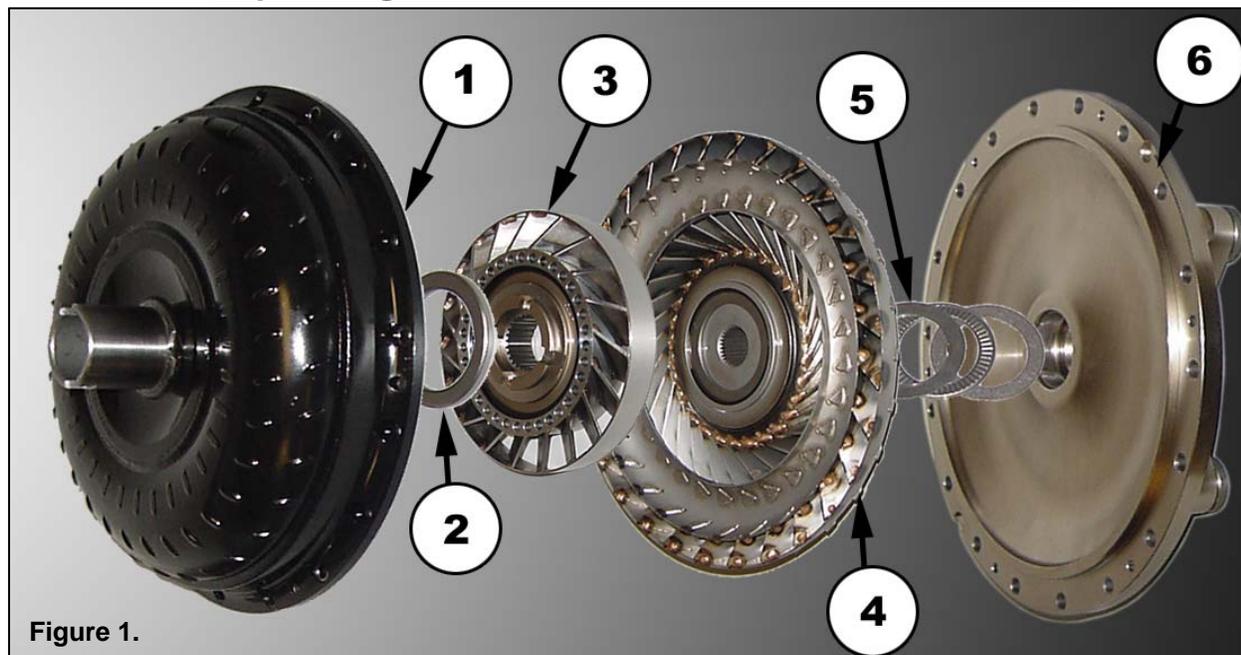


Figure 1.

List of Materials:

- | | |
|----------------------------|--|
| 1. Pump Assembly | 6. Cover Assembly |
| 2. Pump Side Bearing | 7. 6 Dowels <small>(not shown)</small> |
| 3. Stator Assembly | 8. 18 Bolts (5/16-24) <small>(not shown)</small> |
| 4. Turbine Assembly | 9. O'Ring <small>(not shown)</small> |
| 5. Cover Bearing (3 Piece) | |

Proper technique is required during disassembly and reassembly of your "Super Mega" or "Xtreme Series" bolt-together torque converter. It is essential that you follow this procedure every time the converter is taken apart to ensure proper concentricity and flatness between the torque converter pump and front cover.

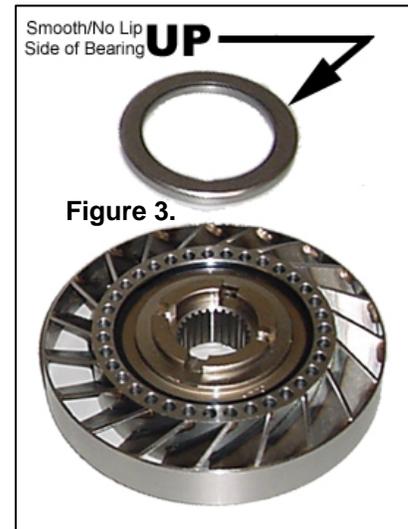
- Remove the 6 dowel pins that align the converter halves by driving them out from the **ENGINE SIDE** of the front cover by using a 3/16" punch. (Figure 2)
- Remove the 18 (5/16") bolts that join the converter halves by using a 5/16" 12-point socket.
- The front cover features two "jack screw" holes 180 degrees apart. These holes allow the converter pump and cover to be separated by threading two 5/16" bolts in from the engine side. (NOTE: Early covers feature 5/16-18 jackscrews, later covers feature 5/16-24 jackscrews. The jackscrews may or may not be the same as the 18 bolts in the converter.) Alternately tighten the bolts against the pump flange until the converter separates.



Figure 2.

DO NOT use a screwdriver to separate the converter. Scarring of the mating surfaces of the pump and cover will cause excessive run-out upon reassembly. If needed, use a hand stone on the pump and/or cover surface to remove any burrs caused by the jackscrews.

- Once the pump is removed, note the orientation of the pump to stator bearing and the stator. Also note the placement of any stator shims. These shims are used to achieve the desired clearance in the converter.
- Inspect all internal components for visible wear or interference.
- Many converters are built “Spragless” utilizing a cam eliminator in the stator. The cam eliminator only needs to be removed when the stator is being changed to adjust the stall speed.
- If the converter is equipped with a one-way clutch it may be inspected by removing the snap ring and sliding the clutch assembly out of the stator. If you wish to remove the inner race for inspection, note the orientation of the springs and rollers for proper reassembly. Inspect the inner race for denting and/or skidding. If evidence of one or both are present it is suggested to replace the inner race, springs, and rollers. Inspect the cam for wear. Each lobe on the cam should show an even wear pattern that is straight up and down. If one or more lobe exhibits a skewed or angled wear pattern it is suggested to replace the entire roller clutch assembly.
- Reassemble the internal components in reverse order; making sure the o-ring is in good condition.
- Assemble the converter with the cover down on your workbench. Place the pump on the cover aligning the dowel holes by eye, and start approximately 6 bolts. Each bolt should be lubed w/ 30 wt. oil.
- Install the 6 dowel pins from the transmission side.
- Install the remaining 12 bolts and torque in an alternating pattern at 28 lb-ft. oiled w/ 30 wt. oil. Periodically re-check the bolt torque.
- It is recommended that you have spare parts on hand to service your converter. A “Freshen-up Kit”, part number TCC-9834525, is available which includes all bearings, springs, rollers, bushing, and o-ring needed to freshen the converter. Several stator designs are also available for tuning the stall characteristics of your converter.



- Maintain proper flexplate to converter clearance when installing your “Super Mega”. Follow the transmission manufacturers recommendation as to how much clearance. Since the tapped mounting holes in the “Super Mega” are blind it is extremely important that the proper length bolt is used. We offer 7/16”-14 (12 point head) bolts w/ hardened washers modified to the correct length if your flexplate and midplate thickness is provided to us. Torque mounting bolts at 70 lb-ft. dry or 55lb-ft. oiled. Periodically re-check mounting bolt torque.

*It is recommended that you do not use thread locker on any of the bolts.