

TORQUE CONVERTER BALANCE PACKAGE

Balance Wgt.  
2 ea. req'd

<u>PN</u>	<u>Length</u>	<u>Width</u>	<u>Thickness</u>	<u>Use</u>
K 3681642	.88	.62	.177	340 Cast Crank
K 3410121	1.20	.75	.158	70-71 440-6 bbl 70-72 440-4 bbl W/H.D. rod
K 3681111	1.40	.75	.250	383-400 Cast Crank 440 Cast Crank
K 3515760	1.62	.75	.38	360

<u>Engine</u>	<u>Amount of Unbalance Added to T.C.</u>
340 Cast Crank	4.22 in.-oz.
440-6 BBL	6.5 in.-oz
383-400 Cast Crank	12.9 in.-oz.
440 Cast Crank	12.9
360	19.79 in.-oz.

Notes: All 360 engines have a cast crank.

The 383-400-440 cast crank engines can be identified by an "E" stamped on the engine numbering pad following the date built. Example, a cast crank 400 engine built on May 15 would have a number like H400-0515 E.

The 70-72 440-6 BBL and 4 BBL H.P. engines used a H.D. connecting rod forging which required external balance but they do not have a cast crank. They do not have the "E" at the end of the number stamped on their number pad. They can be identified by an off-center weight cast in the vibration damper hub.

All '78-'79 engines have a cast crank.

The 318 cast crank engines do not require external balance.

K 685 2411 INSTR. SHEET

The most important item to do in installing counter-balance weights on a race torque converter is to locate the offset lug. Three of the attaching lugs are equally spaced while the fourth is offset so that the flexplate can be installed in only one position. The easiest way to locate this offset lug is to measure the center-to-center distance between adjacent lugs. Two of the measurements will equal (approx. 7 inches) while one will be longer and one shorter. The common lug to the long and the short measurement is the offset lug. The two equal measurements should be located to your left as you are looking down upon the converter. In this position the offset lug will be at the 3 o'clock position. (See drawings). Relative to this position the counter-balance weights will be added in approximately the 10 and 11 o'clock position.

On the stock converter that is being removed, note that the two counter-balance weights located on the engine side of the converter are located near the drain plug. (See drawings). Race converters may have two drain plugs or no drain plugs. The drain plug is only shown on the drawings as reference. Use the offset lug and the dimensions shown to locate the weights.

After you have read the instructions, selected the two weights to be used and picked out the correct drawing for your application, be sure to check the weights and their location to be sure they are exactly the same as on the production converter that is being removed. Special note: Some of the new ('78-'79) 360's and possibly '78 400-440 have one very large weight instead of two.

The two weights should be welded on, spot-welded or Heli-Arc. They should not be gas-welded. It generates too much heat which will warp and destroy the converter. With the race converters, the locating radius was chosen to put the weights on a flat section. Weld all four corners. If a corner ends up over a lightening hole, get as close as possible.

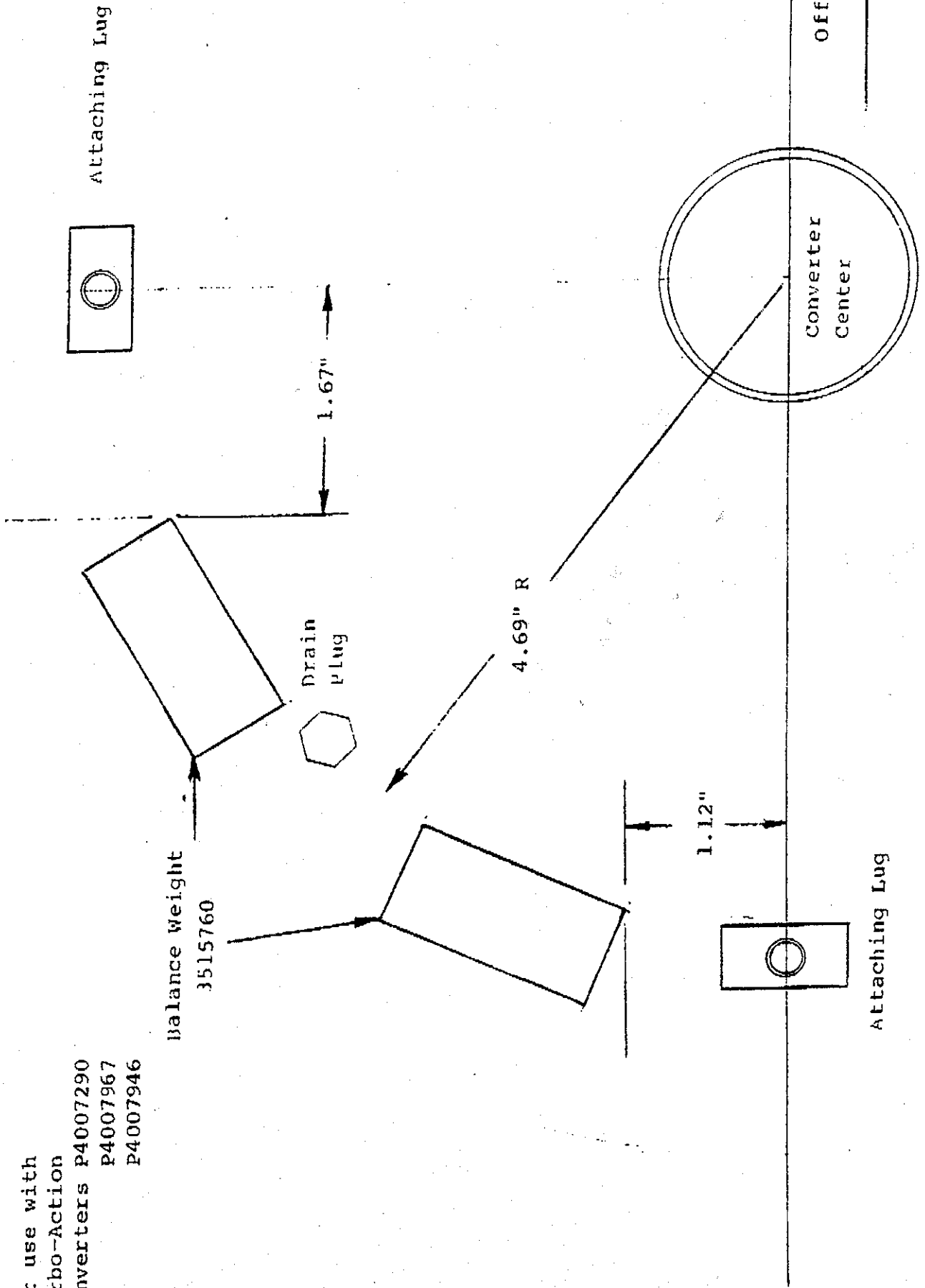
L. S. Shepard

11/20/78

# 360

RING GEAR

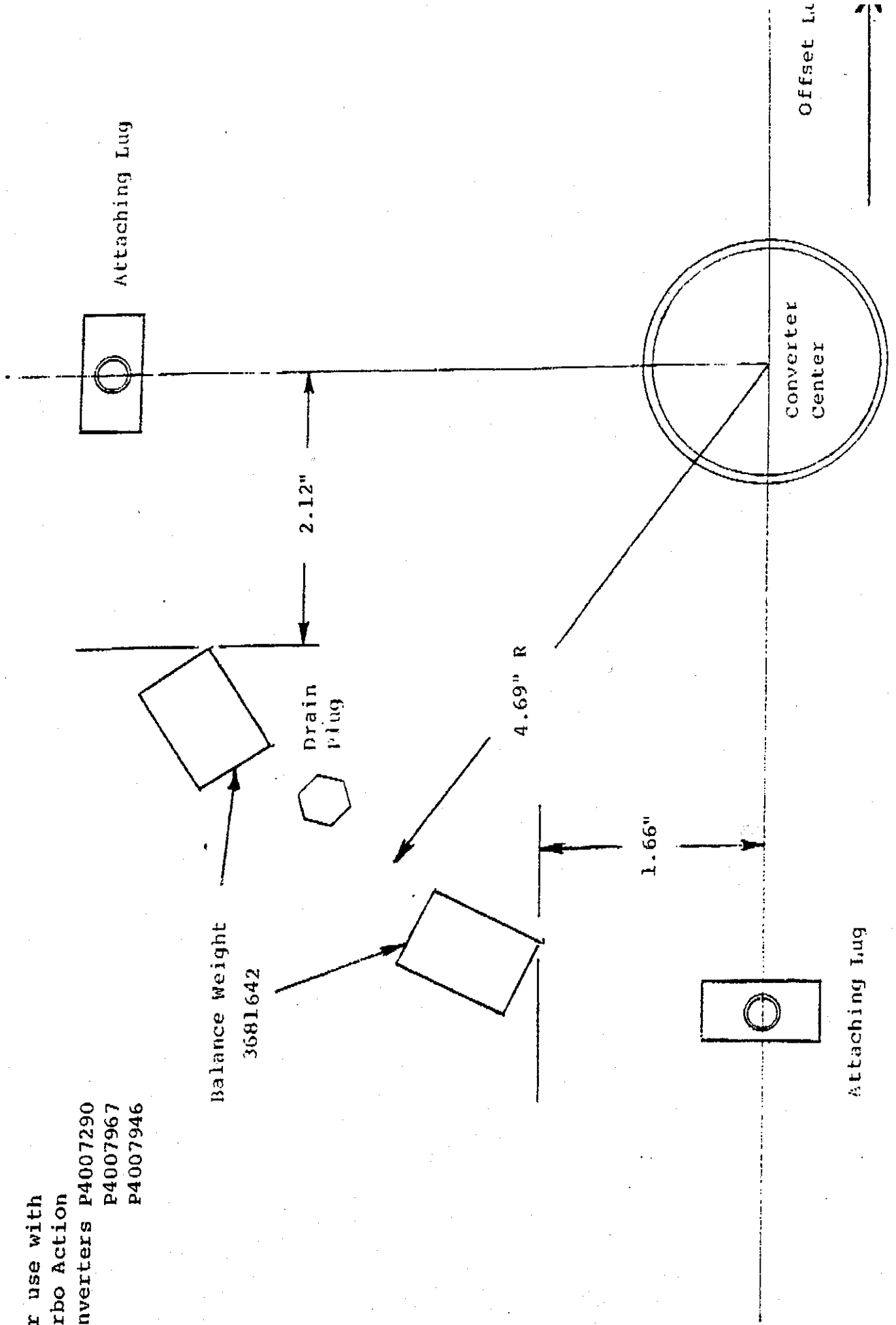
For use with  
Turbo-Action  
Converters P4007290  
P4007967  
P4007946



# 340


For use with  
Turbo Action  
Converters P4007290  
P4007967  
P4007946

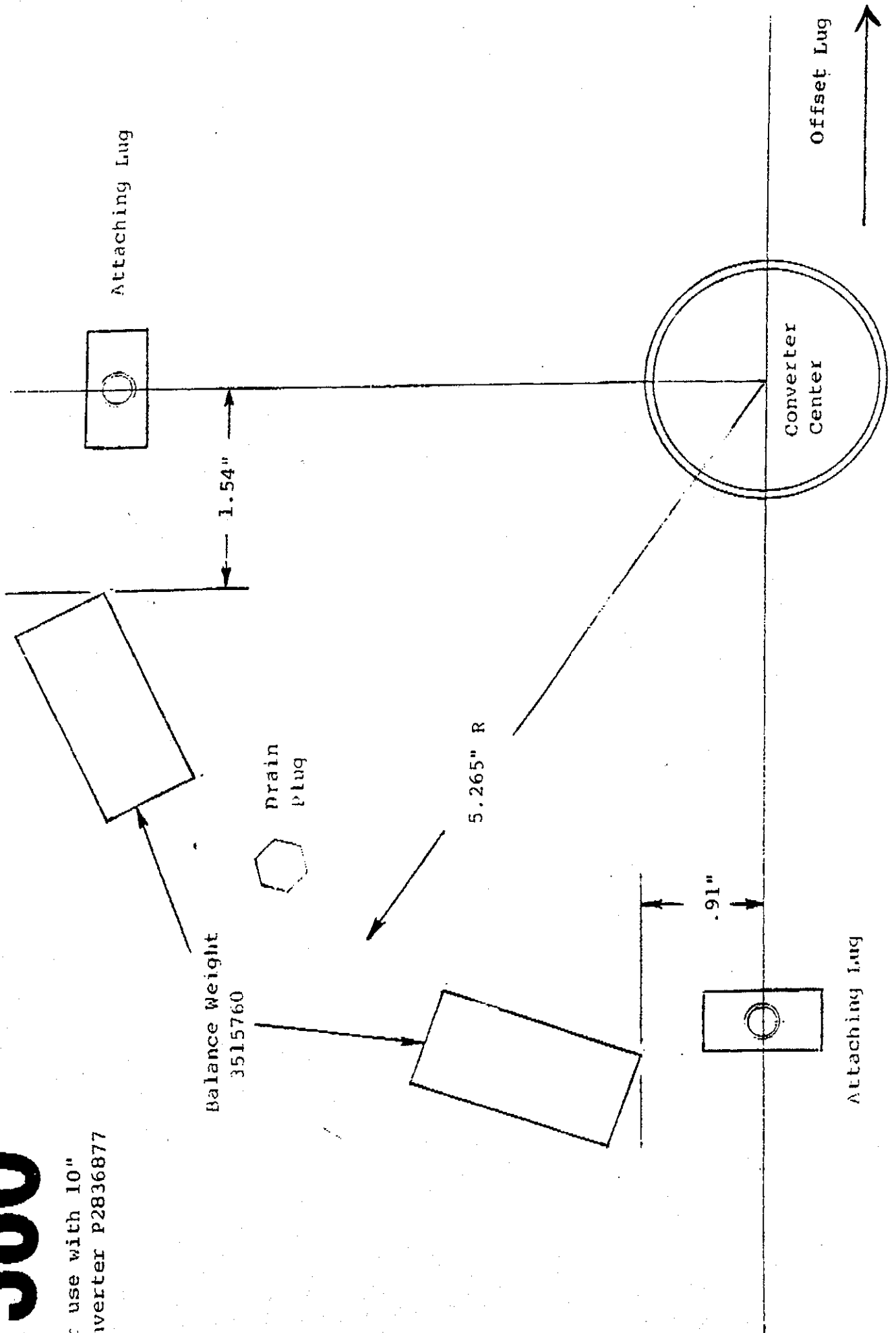
RING GEAR



# 360

For use with 10"  
Converter P2836877

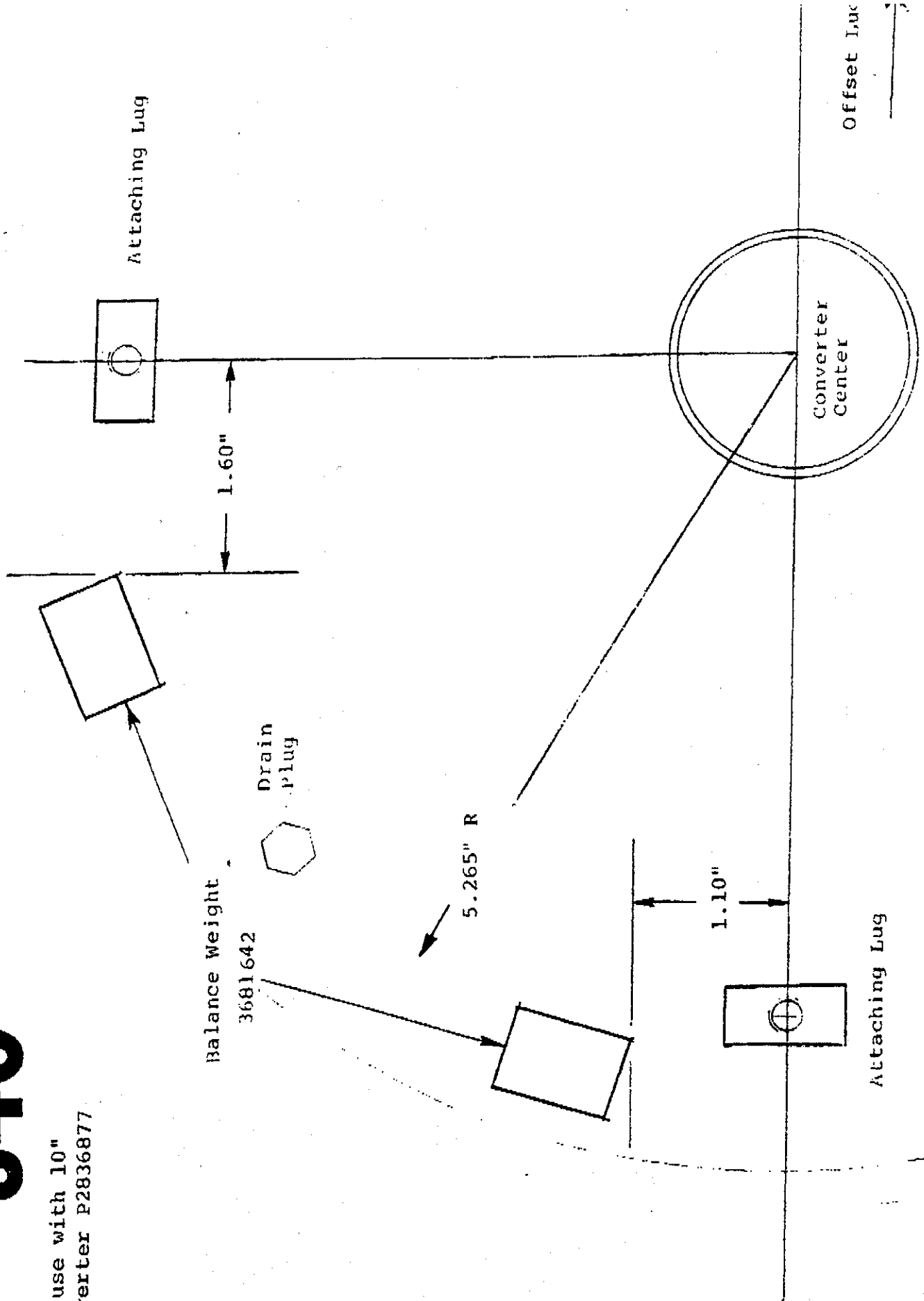
 RING GEAR



# 340

For use with 10"  
Converter P2836877

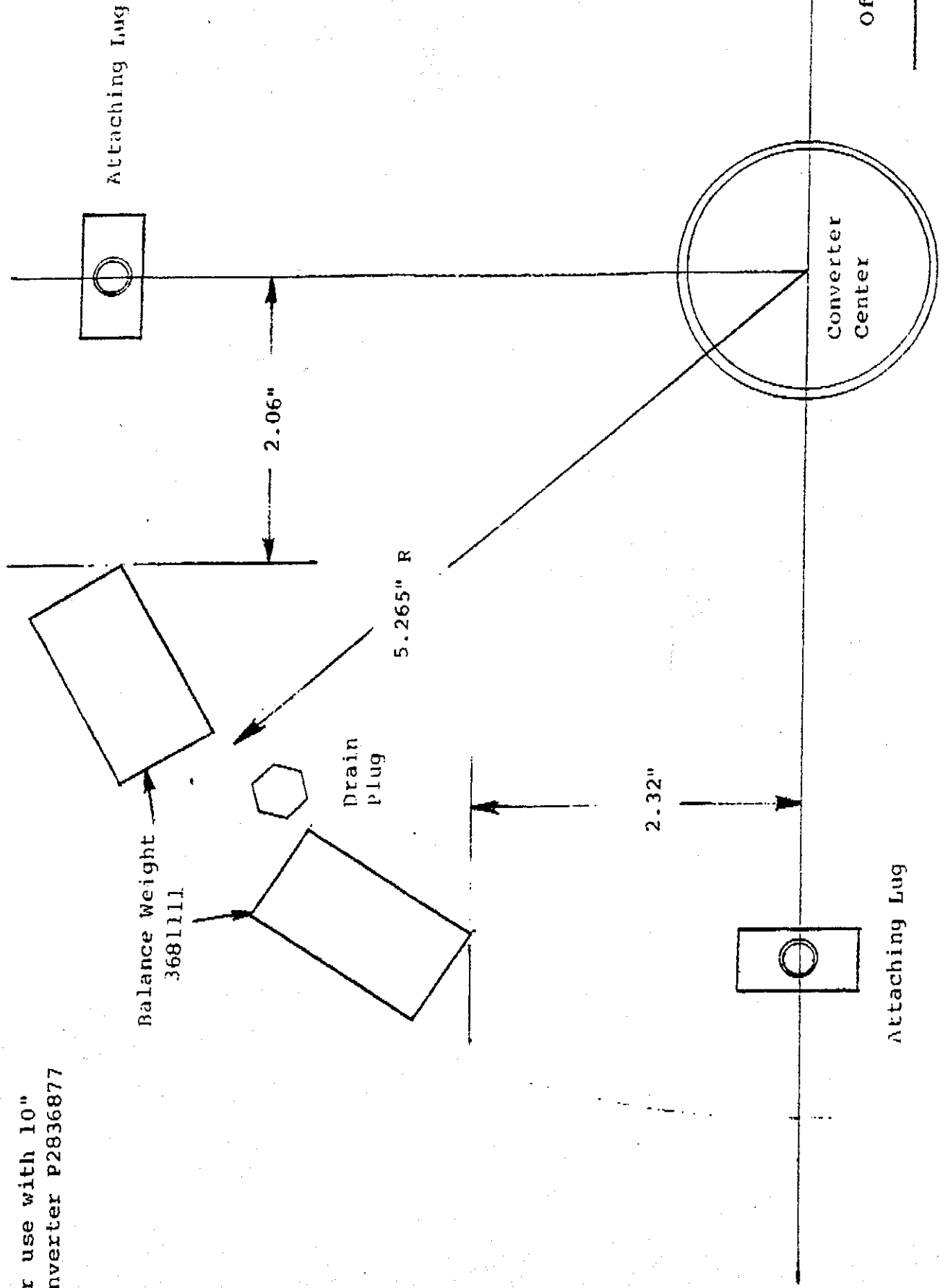
RING GEAR



# 383 400



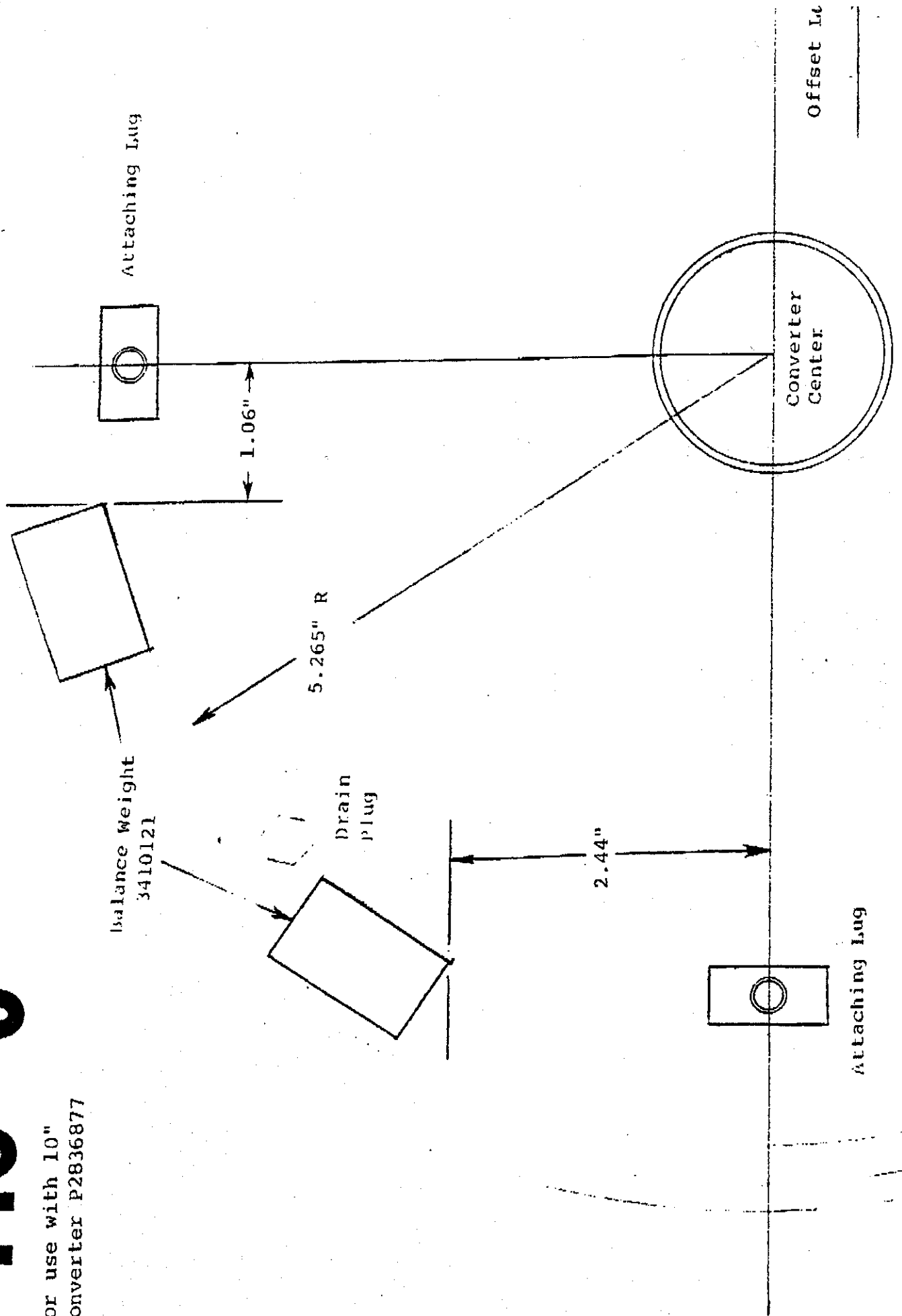
For use with 10"  
Converter P2836877



# 440-6

For use with 10"  
Converter P2836877

RING GEAR

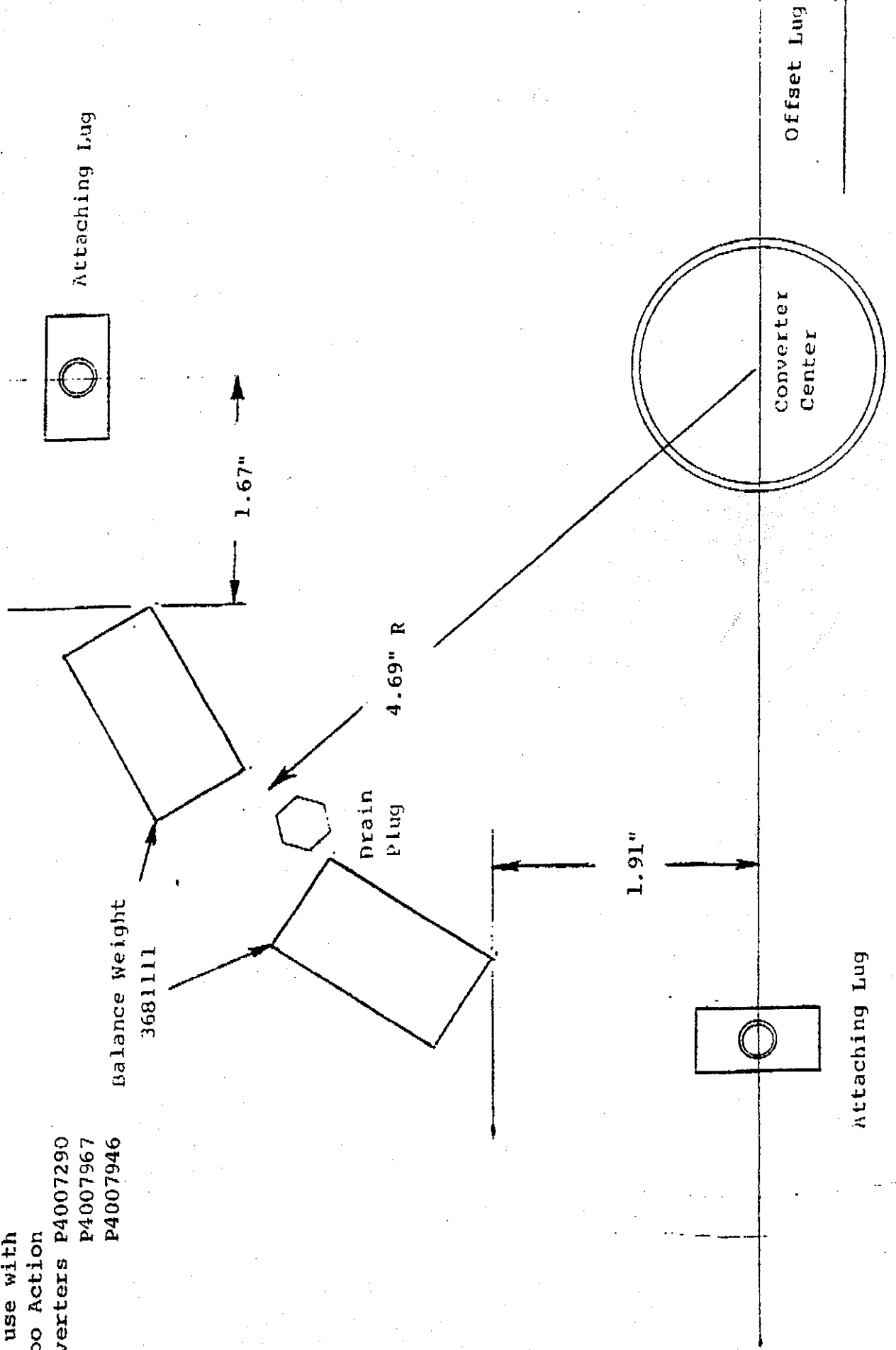
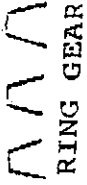


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# 383 400

For use with  
Turbo Action  
Converters P4007290  
P4007967  
P4007946

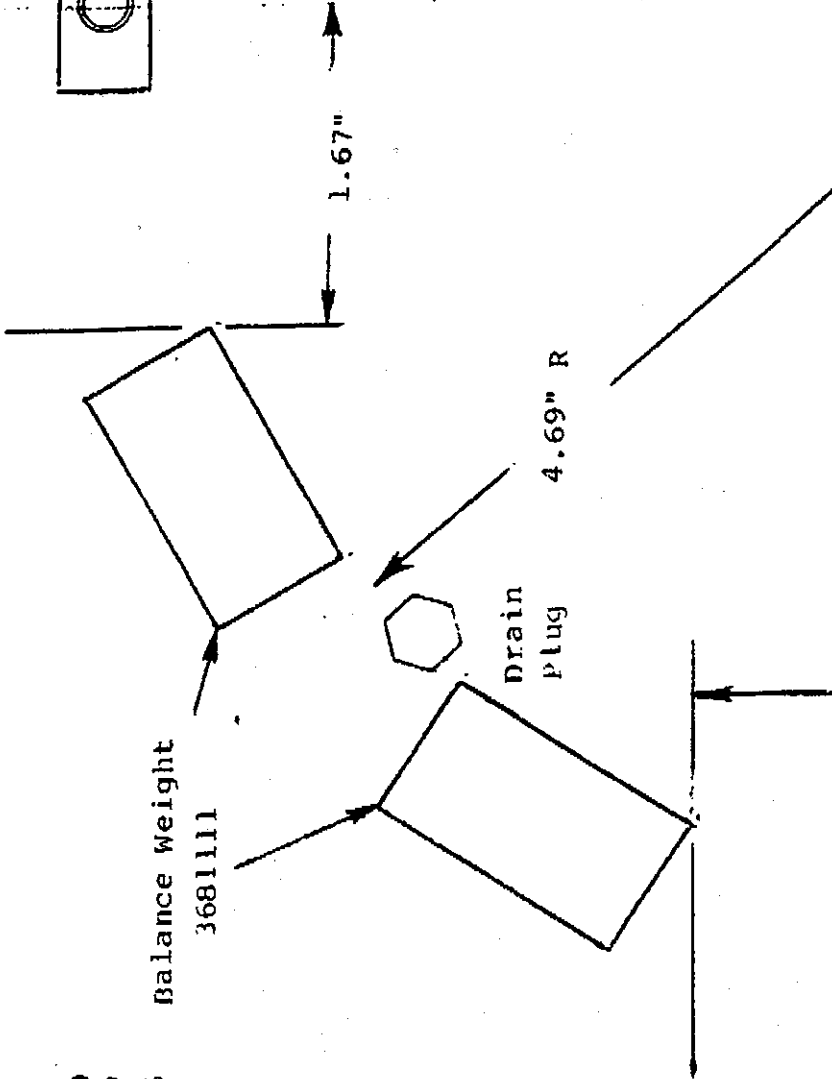


# 383 400

RING GEAR

For use with  
Turbo Action  
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Attaching Lug



Balance Weight  
3681111

Drain  
Plug

4.69" R

1.67"

1.91"

Converter  
Center

Offset Lug

Attaching Lug

