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Your source for knowledge from experts in the torque converter industry

2006 TCRA Seminar Tentative Agenda

Thursday May 11th Tours

9^{AM} - Depart for tours

10:30^{AM} - Tour of Raytech Corporation
Technical Center

12^{PM} - Catered lunch on Raytech
properties

1:30^{PM} - Tour of Raybestos Products
Company manufacturing facilities

3^{PM} - Tour of Raybestos Powertrain lab
facilities

4^{PM} - Depart for hotel

Friday May 12th Seminar

7^{AM} - Registration

8^{AM} - Welcome and Introduction by TCRA
President, Ken Cluck, Raybestos
Powertrain General Manager, Al Avila,
and Business Development Manager, Dave
Perry

8:30^{AM} - Presentation by Frank Slocum,
Raybestos Powertrain VP of Sales & Mar-
keting

9:10^{AM} - Presentation by Victor Roses of
General Motors

10^{AM} - Morning Break

10:15^{AM} - Presentation by Bob Warnke of
Sonnax Industries

11^{AM} - Presentation by Lou Darling of
Daimler-Chrysler

12^{PM} - Luncheon

1^{PM} - Presentation by Angela Petroski,
Raybestos Products Company Manager of
R & D Engineering

1:30^{PM} - Presentation by Fred Gerometta
of Ford Motors

2:30^{PM} - Presentation by John Parmenter
of Precision International

3^{PM} - Afternoon break

3:15^{PM} - TCRA web site presented by Joe
Rivera of Pro-Torque

3:30^{PM} - Viewing of vendors' exhibits,
including Sonnax Industries and Tri
Components

4^{PM} - Presentation by Don Randolph of
Dacco

5^{PM} - Adjournment and announcements by
Ken Cluck, TCRA President

Saturday May 13th Pole Day

10^{AM} - Depart for Indianapolis Motor
Speedway, qualifications for Indy 500 Race

5^{PM} - Return to hotel

Mark your calendar for TCRA

seminar

The Torque Converter Rebuilder's Association (TCRA) will hold its annual 2006 seminar in Indianapolis, IN, from May 11th through May 13th. The classroom format seminar will be held on Friday, May 12th, at the Radisson Hotel City Centre and will feature speakers from General Motors, Ford, Daimler-Chrysler, Raybestos Powertrain, Sonnax Industries, Precision International and many, many more!

In addition, this year's program includes an exciting tour of Raybestos Products' manufacturing facility, Raytech Technical Center and

Raybestos Powertrain lab facilities.

After numerous educational presentations on Friday, Saturday the seminar participants will venture to the Indianapolis Motor Speedway to observe qualifying runs for the Indy 500 Race. This is in thanks to Raybestos Powertrain extending its guest list to attendees of the TCRA annual seminar.

All of these events, over the course of the weekend, are included in the registration fee, and no additional costs for the Indianapolis Motor Speedway are required. Members are offered a sig-

nificant discount on registration, so now is an ideal time to join the Torque Converter Rebuilder's Association. You can log onto the TCRA web site, www.tcraonline.com for more information on registration or joining the TCRA.

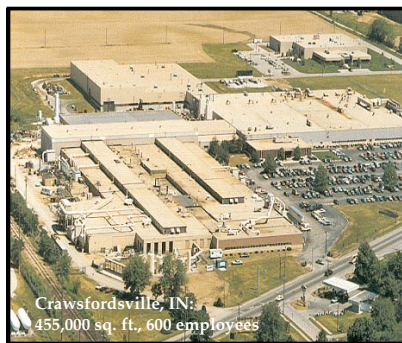
Don't overlook this great opportunity to spend with old friends, meet new business associates and get up to speed on developments in the torque converter industry.

The TCRA looks forward to a significant turnout this year and wants to thank Raybestos Powertrain for their generosity.

Len Wack, TCRA Facilitator



Raytech Technical Center



Crawfordsville, IN:
455,000 sq. ft., 600 employees

Raybestos Powertrain a brief history of an industry leader

- 1902... A H Raymond Company was established
- 1916... Company renamed Raybestos after popularity of its Raybestos brake & clutch linings
- 1938... Raybestos friction clutch is used in the first automatic transmission a Buick
- 1950... Raybestos sales rose to a company high and a new plant was built in Crawfordsville IN
- 1960... Raybestos Manhattan research extended into the U S space program Neil Armstrong wore boots made of Raybestos composites
- 1969... Raybestos Manhattan's sales reach million
- 1978... Raybestos Manhattan Friction Materials Co renamed to Raybestos Friction Materials Co
- 1989... Raytech Corporation is formed for wet clutch transmission and heavy duty brake business
- 1998... Raybestos Powertrain was formed including reorganization of Raybestos Aftermarket into Raybestos Powertrain

Raybestos Products Company Raytech Technical Center

Established 1952

Manufactures variety of friction materials:

- Papers
- Elastomeric
- Graphitic
- Sintered

Production includes:

- Clutch Plates
- Torque Converters
- Friction Components
- Steel Reaction Plates

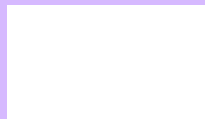
Established 1984

Areas include:

- Research & Material Development
- Corporate Sales & Engineering Offices
- Sample Lab

Testing Facilities for:

- Analytical
- Dynamometer
- Lab
- Vehicle



High-
performance
converter
supplier

Terry Hedrick, Owner
(901)466-0267
E-mail: terry@converter.com



Brian Babcock
sales representative

(708) 410-8000

Upcoming Events

What?

TCRA's 2006 Annual Seminar

When?

May 10th-13th, 2006

Where?

Indianapolis, IN

Contact?

Any board member for more information or e-mail the TCRA. Register at www.tcraonline.com

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Suggested updates help prevent come backs for Isuzu truck

The Dacco part number T0-67, which can be found in the '98 and newer Isuzu truck, appears to be unorthodox in design. With a large diameter pilot supported by a mere spot-weld, and twenty pounds of rotating steel used as mounting pads, at first glance this converter looks quite awkward. Do not let its appearance intimidate you. The interior of this converter is designed like a typical Toyota torque converter.

After separation of the core, you most likely will find a worn out, or broken, front cover thrust washer and worn clutch liner. The stator to impeller bearing and stator cap are almost always replaced with an updated version.

When rebuilding this converter for a customer, it is suggested to inform the customer of the high rate of destruction this core is known for. Most will agree thirty percent of these converters are non-rebuildable. Using these updated parts help prevent unnecessary converter comebacks.

Special attention needs to be given to the pilot. During handling, many cores are damaged causing cracked or missing pilots. Not to fear! Sonnax offers a replacement version, which is considerably better than the OEM pilot.

The next area of concern is the lockup clutch liner replacement. To reline this piston, use a chemical strip or abrasive removal of the original clutch liner is the recommended method. Machining or resurfacing of the piston is not suggested or required. For final cleanup before bonding, a quick scuffing of the surface with a coarse emery cloth will provide an adequate bonding surface. It is suggested to use a paper-type replacement wafer. Carbon-type replacement wafers on liners are not recommended or required. Remember, no thinning or machin-

ing of the piston is recommended. This will only weaken the piston.

The area commonly overlooked is the disassembly of the stator and sprag assembly. Although the condition of the components are usually acceptable, a thorough cleaning must be done as this is a natural collection area for trash. Friction material and metal debris are often found lurking in this location. Additional time spent here will be prevent a possible comeback.

Although these instructions seem simple, they are necessary to rebuild a high-quality Toyota converter.



Dacco part # T0-67



Most commonly used in...

...Asian-Warner 8A-2811
(Isuzu truck)

Common failures include...

...rear stator cap and front cover
thrust washer

Critical replacement parts...

...include updated stator cap and
brass replacement thrust washer

Monthly publication of TCRA newsletter provided by Melissa Sneath of Melyns Print & Pro.