

Instruction Sheet DCF-275
for Torque Converter Weight Package P5249843

All production 360 engines have a cast crank, and therefore all production 360's are externally-balanced. The 318 cast crank engines do not require external balance. All the 360 Magnum's also use external balance but it is NOT the same as the early 360's. The 360 Magnum was introduced in 1993. The old style 360 was produced from 1971 thru 1992. For the old-style 360's and cast crank 340's, use MP kit P4120241 for TC weight balance. The old style 360's were 19 in-oz out-of-balance while the 360 Magnum is 14 in-oz out-of-balance. These converters or weights DO NOT interchange! This kit only works on the Magnum 360 ('93 & newer).

The most important item to do when installing counter-balance weights on a high performance or 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 be equal (approximately 7 inches) while one will be longer and one shorter. The common lug to the long and short measurement is the offset lug. The two equal measurements should be located to your left as you are looking down on the converter. Rotate torque converter to this position. In this position the offset lug will be at the 3 o'clock position. (See drawings or attached figures). Relative to this position the counter-balance weights will be added in approximately the 10 o'clock and 11 o'clock positions. Once you have measured, mark offset lug with magic marker.

On a stock converter that is externally balanced, note that the counter-balance weight(s) are located on the engine side of the converter. If the converter has a drain plug in the converter face then the balance weight(s) are located near this plug. See figures 1 & 2. Race converters may have two drain plugs or no drain plug. The production Magnum converters do not use a drain plug. The drain plug is only shown for reference. Use the offset lug and the dimensions shown to locate the weights accurately.

After you have read these instructions, select the two weights and pick out the best drawing for your application, large diameter or small diameter converter. Be sure to check the weights and their actual location on the converter face to be sure they are mounted on a flat surface. Use a magic marker to mark weight locations on converter face. You could use the attached drawing(s) as a template to locate the two weights, but it must be removed prior to any welding.

The two weights should be welded-on, spot-welded or Heli-Arc-ed. They should NOT be gas-welded. Gas-welding generates too much heat which will warp and destroy the converter. With a high performance or race converter, the locating radius should be chosen to put the weights on a flat section/surface. Weld all four corners on each weight. If a corner ends up over a lightening hole, get as close as possible to the corner on both sides of the hole.

Usually you can find a flat section on the converter face by using one of the two attached layouts. If this is impossible on the selected converter, then the weights can be contoured by forming. Do not machine the weights for shape.

The above installation instruction sheet somewhat assumes that we have a new, symmetrically balanced converter. If we have a used converter or a converter for another externally-balanced engine, then the first step is to remove the other weights on the engine face of the converter. The drain plug(s) do not count. Production converters may have two weights like this kit or one larger weight. Remove in either case. Weights added to the transmission side of the ring gear to the outside diameter of the converter housing should be left as is.