

# FLANGED IMPELLER HUBS IN 200C / 700R4 AND 4L60/E 10.2" DIAMETER TORQUE CONVERTERS



**OE 'NON  
FLANGED' HUB**

OEM 245mm torque converters typically crack at this location



**AFTERMARKET  
'FLANGED' HUB**

RECON torque converters use 'flanged' impeller hubs to prevent cracking

OE torque converters found in General Motors 4X4 and RWD 245mm (10.2") applications have traditionally experienced a high failure rate of cracking at the impeller hub weld. All torque converters use a replacement 'flanged' impeller hub to overcome this problem.

**PART #'S WITH "FLANGED STYLE" IMPELLER HUBS. ALL PRODUCTION AFTER MAY 2004 USED THIS HUB.**

- GM58HD
- GM58CHD
- GM58CWHD
- GM59CHD
- GM59CWHD
- GM61HD
- GM61CHD
- GM61CWHD

