LETTER SERIES 300 TRANSMISSIONS by George Riehl

Having rebuilt hundreds of the cast iron and aluminum transmissions through the years, I have found many are not the originals that came with the 300 as it left the factory.

During the car's life, a transmission would fail for one reason or another. For many owners that had transmission problems during the warranty period, Chrysler dealerships would make repairs or install, in extreme cases, a replacement unit. When the car was out of warranty, a local transmission shop would be selected. Many of these shops would have a "rebuilt" unit on the shelf. Because all the transmissions looked the same physically on the outside, many times the replacement unit came originally from a Dodge, Plymouth, DeSoto, Imperial or non-300 Chrysler and Dodge truck.

I have found that through the years, approximately 10% were original 300 transmissions, and the fact that when an original 300 transmission was rebuilt, the proper job was not done according to what the factory specified. That is, many were rebuilt to a "normal" transmission. In other words, closer tolerances, proper amounts of friction and steel discs, band adjustments, rear clutch (low gear) spring, governor and line pressures were not rebuilt or replaced according to Chrysler factory specifications. These service bulletins were not available to transmission shops.

The "rebuilt"/"replacement" transmissions did not always hold up and generally did go bad just over the warranty period. This made many 300 owners unhappy with their "Chrysler" transmission.

I personally had this situation on my 1957 300C. Within one month in 1963, a shop had to go through it three times. The third time it went bad, within 5 miles, I told them to contact my local Chrysler dealer. They got the correct information and the transmission has worked as it should.

During the time I was restoring my 1961 300G coupe and my 1960 300F, I was concerned if my transmissions would work like they should from the factory. I had remembered a friend that was the chief instructor for AMMCO Transmission shops across the U.S. He retired from AAMCO after 35 years with them. He lived in a nearby town and I called him up. "No problem" he said to bring a transmission over and he would give me the "course." In a few days and about 27 hours of take apart, put back together many, many times, he felt that I was ready to go it on my own, and of course, he would always be on hand for any help I needed. I did confer with him many times. But back to the original theme of this article. I will list all the original transmissions for the 300s, with various notations:

1955 Powerflite #1673170
1956 Powerflite #1676190
1956 Torqueflite #1823593
1957 Torqueflite #1854123
1958 Torqueflite #1854123
1959 Torqueflite #1854167 up to S/N 1285857
1959 Torqueflite #1949267 after S/N 1285857
1960 Torqueflite #1949808
1961 Torqueflite #2204693
1962 Torqueflite (aluminum) #2205190
1963 Torqueflite (aluminum) #2464426
1964 Torqueflite (aluminum) 4bbl #2464734
(console shift) ram #2464735
1965 Torqueflite (aluminum) #2466113
up to S/N 1589110
1965 Torqueflite (aluminum) #2466148
after S/N 1589110

Note: In early 1959, the shift cable was the same as '56-'58 Torqueflite and had three piece valve bodies. In mid 1959, the shift cable used the "adjustment" wheel like '60 and up and had a 2-piece valve body.

There were additional numbers after the part number. These were serial numbers that were

stamped into the cast iron housing to identify the numerical progression of the transmission. These numbers related to manufacturing dates for use in warranty repair or replacements.

When a '56, '57, '58 or early '59 transmission was replaced under warranty at the Chrysler dealership, a replacement unit was ordered under part number 1738227 with a note to order governor weight 1823708 and 1823709 springs. Since the '56 through early '59 300 transmissions were designated for the production of 300s, the 1823593 and 1854123 transmissions were not in "stock" inventory. The 1738227 was designated as "heavy duty" replacement units that were stock items for Dodge truck.

There were many internal differences for the 300 transmissions and it gets very involved. Front and rear clutch packs have more friction discs. Front cushion spring is eliminated, kick down lever is of a different ratio, rear clutch spring is different, accumulator spring is eliminated, line pressures are higher, clutch pack clearances are closer, band adjustments are tighter and governor weights and springs are different.

All 1955 through 1960 transmissions and bell housings are painted aluminum. In 1961, the transmissions were left natural cast iron along with the emergency brake drum. The pans were left natural steel color and the bell housing and tail shaft were left natural aluminum. In 1959 through 1961, the bell housing had an "over spray" of black engine paint about 8-10" on the top and tapered down the sides about 3/4 the way down. Reason for this is that the engine was painted black with the trans/bell housing attached to the engine prior to having the assembly installed into the car.

Rebuilding these transmissions, many of them come to me in various colors. The reason for this was that many transmission rebuilding shops had a particular "company" color to identify their rebuilt units along with some "invoice" number stamped somewhere on the transmission. Blue, green, yellow, black, red and gold were some of the colors. Very few were painted aluminum and many were never painted.

Later 1962-65 transmissions were left natural aluminum with some "green" engine paint on the top of the bell housing. 1966 and up transmissions showed no paint at all.

So there you have it. Nothing is written in stone as there are always some variations Chrysler came up with through the years.

One interesting note in 1964, Torqueflite transmissions that used the console shift, the valve body shift pattern was the reverse of the dash mounted push-button gear selector. If by chance a push button transmission was used in a console car, first gear would be in the "park" position. All shifting patterns would be in exactly the reverse pattern of a push button transmission valve body. Console shifter in the first gear position would be in the "park." So it is very important that the proper transmission be used for the 1964 300 console shift assemblies. The first year of "park" selector was used in 1963 and up. Prior year transmissions used an emergency brake drum mounted on the end of the tail shaft housing and was activated by a "latching" foot pedal. 1963 and up used a cable assembly that operated off the dash console or shift lever (1965) and actuated a "ratchet" locking assembly inside the tail shaft housing. 1963 was the first year of a foot lever emergency brake that applied the rear axle brake shoes. In essence, 1963, 1964 and 1965 had two forms of locking the car in a stationary position, rear brakes applied and transmission locked internally.

As a further note about 1956 through 1964 transmissions, most fluid leaks occur from the shift cable. The outer rubber or plastic housing develops cracks or ruptures that allow the transmission fluid to travel up the cable and leak at the failure. This generally occurs when the car sits for a period of time and the fluid drains from the converter and clutch packs and fluid level rises inside the transmission.

There is also a possible leak through the shift cable "O" ring where the cable goes into the

transmission. It gets hard from heat and age. It will or can leak while the car is driven. The seal that goes into the housing under the external kick-down lever is not a fluid seal. It is a dust/dirt seal only, as fluid level never gets that high up in the transmission due to "drain down."

There is also quite a difference in torque converters and bell housings. 1956 through mid 1959 used a "thicker" torque converter. Mid 1959 through 1961 converters were "thinner." In accordance with the respective converter, different bell housings of overall length were used. The 1956 through early 1959 used a torque converter that was 13' in diameter. Late 1959 through 1961 converters were 12" in diameter. Thickness of the early converter was about 1" shorter than the later 1959½ up converter. This also shows that the '56 through 1959 ½ Torqueflite bell housings measure 6 15/16" from mounting to the engine block to the transmission mounting. Late 1959½ bell housings are 8" in length. This means that converters and bell housings cannot be interchanged.

1956 through 1959½ bell housings casting number is 1630797. 1959 ½ up bell housings casting number is 1736435.

There are some differences in tailshaft housings. Most all Dodge, Plymouth, DeSoto and Chrysler housings are the same except for output shaft supports. 1955 through 1959 ½ tail shafts used a ball bearing, 1959 ½ up used a bronze bushing. Output shafts cannot be interchanged under these differences. Imperial output shafts and tail shaft housings cannot be used on 300s and other Chrysler, Dodge, Plymouth and DeSoto models. Reason is that due to the different location of Imperial rear cross members, the speedometer gear location is more forward than all the other chassis. Complete Imperial transmissions can be used with the only difference being the location of the speedometer gear. The cable will attach with no problem.

One other notation is to be made; the external kick-down lever on the Imperial is about 1/4" longer than on all other models. This is due to the lever/rod geometry of the Imperial. Using that lever on any other model car will result in lack of "kick-down" or "get away" gear (2nd or 1st) or downshift.

The fluid to use in these transmissions is type F or FA. I prefer type F when available. Type "A" suffix "A" should not be used and is fortunately not readily available. Do not use Mercon or Dextron, as they will result in early transmission failure. Chrysler put out a special tech bulletin to technicians to use Type F, even in the A833 4-speed transmissions.

Transmission fluid filtering: In 1955 through 1961, Powerflites and Torqueflites used a screen attached to the valve body. It was similar to "window screen" mesh openings and only prevented large particles from entering the valve body. Anything smaller than 1/16" was able to pass through. Not very efficient. In 1962 and 1963 an in-line remote filter canister was used in the out flow side of the cooler line. This was more efficient. Then in 1964 an internal 10 micron filter was used, internally attached to the fluid pick up orifice of the valve body. A much better filtering system. All 1964 and up automatics used this type filter.

Oh, one other thing, the 1961 Torqueflite is unique for that year only. It uses a "new" style reverse band. It is paper lined and has thinner friction material and can only be used with the 1961 reverse planetary drum. The drum is of larger diameter then 1960 on down. Early band use will not last long if installed, a common fault with some rebuilders.

Then in 1958 up the governor compensator plug and retainer are eliminated in the valve body. The modification improves "lag" time of the governor function. A 1958 valve body can be used in the 1957 for slight improvement but cannot be used in 1956.

As shown in the service manual, put on your white shop coat, install your tranny on stand C-3280 along with tool X3427, C-3529 and go to work in your heated, a/c shop. Everything is now perfect. Are we still in Kansas, Toto? ■

TRANSMISSION THROTTLE LINKAGE ADJUSTMENT (continued)

it is 115 degrees to the horizontal, as shown in Figure 9. Proper pedal angle is obtained by adjusting the accelerator pedal to accelerator shaft rod length at the ball joint located on the accelerator pedal end. Check for any binding in the throttle linkage and correct if present. All TorqueFlite transmission equipped cars have a throttle linkage adjustment at the transmission throttle operating lever. The purpose of this adjustment is to allow for permissible variations between body and engine locations in manufacturing and should not be used for making the throttle linkage adjustment.

If, after making adjustment, satisfactory performance is still not obtained, check to see if the correct accelerator shaft lever assembly has been used. The shaft lever must be 3 1/4 inches in length between center line of hole diameters (2 7/8 inches when used with two barrel carburetor).

When linkage is correctly installed, a clearance of 3/4 - 1 1/8 inch should exist between dash panel and center of accelerator shaft to carburetor rod pin as shown in Figure 10.

GOVERNOR ASSEMBLY

Should it ever become necessary to replace either the governor weights (inner or outer) and/or weight spring (Figure 11), it is essential that the following parts be used:

Part Name	Part Number
Outer Weight	1823726
Inner Weight	1636462
Spring	1823709

Be sure to recheck governor pressure. See Governor Pressure Chart - Next Paragraph.

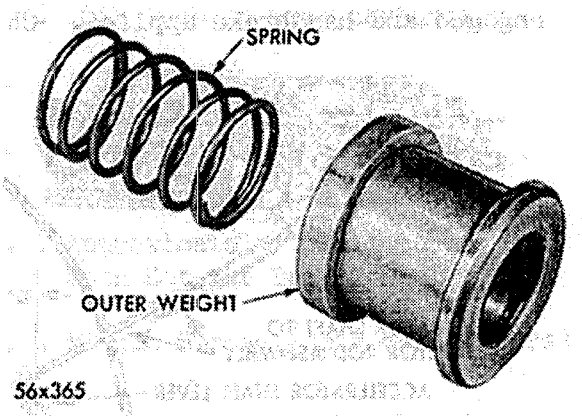

Fig. 11 - Transmission Governor Outer Weight and Spring

PRESSURE CHECKS

Pressure check procedures remain unchanged, except for governor values which are given in the following chart:

GOVERNOR PRESSURE CHART

Governor Pressure	(3.31:1 AXLE RATIO) Vehicle Speed (in miles per hour)
15 psi.	21-23
50 psi.	48-53
75 psi.	71-77

(6) Adjust engine idle to 450 to 500 r.p.m. Adjust the transmission throttle valve linkage according to the instructions in the 1959 Chrysler and Imperial Service Manual Supplement.

(7) The band adjustments of the new Torque-Flite Transmission are performed in the same manner as on previous Torque-Flite Transmissions except the kickdown band adjusting screw is backed off two turns for the C-300E, and two and one-half turns for all other 1959 Chrysler and Imperial models. The low and reverse band adjusting screw is backed off two and one-half turns on all models.

TEST PRESSURE SPECIFICATIONS

The following are the test pressure specifications for all Torque-Flite Transmissions after transmission serial number 1285857:

LINE PRESSURE CHART

Push Button Position	Engine Speed	Line Pressure
"N" Neutral	1200 r.p.m.	85-95 p.s.i.
"D" Drive	1200 r.p.m.	85-95 p.s.i.
"2" Second	1200 r.p.m.	85-95 p.s.i.
"1" Low	1200 r.p.m.	85-95 p.s.i.
"R" Reverse	1600 r.p.m.	200-240 p.s.i.

+ 10 To 15psi FOR 300

GOVERNOR PRESSURE CHART

Push Button Position	(Chrysler MC-1, MC-2) Speed	Pressure	(Chrysler MC3, Imperial MY1) Speed	Pressure
"1" Low	--	--	--	--
"2" Second	19-21 m.p.h.	15 p.s.i.	19-22 m.p.h.	15 p.s.i.
"D" Drive	42-49 m.p.h.	50 p.s.i.	44-50 m.p.h.	50 p.s.i.
"D" Drive	70-77 m.p.h.	75 p.s.i.	73-79 m.p.h.	75 p.s.i.

Chrysler MC3-300 (C-300E)

Push Button Position	Speed	Pressure
"1" Low	10 m.p.h.	3-5 p.s.i.
"2" Second	25 m.p.h.	23-28 p.s.i.
"D" Drive	40 m.p.h.	39-43 p.s.i.
"D" Drive	70 m.p.h.	64-70 p.s.i.

COMPENSATED THROTTLE PRESSURE

Transmission upshifted to second or direct - Transmission throttle lever closed. 10 - 16 p.s.i.

REAR CLUTCH PRESSURE

While testing line pressure, rear clutch pressure not to be more than 15 p.s.i. below line pressure in "D" Drive and "R" Reverse.

LUBRICATION PRESSURE

Lubrication pressure must be 10 p.s.i. or more at 800 r.p.m. in "D" Drive position.

C. T. McClure

C. T. McCLURE
Director of Service

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CHRYSLER DIVISION
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SERVICE BULLETIN

☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

June 13, 1957

No. 1003-CH

CORRECTION

TRANSMISSION

Automatic Transmission Lubrication & Servicing Instructions

CHRYSLER & IMPERIAL

All Power Flite And/Or Torqueflite Equipped Models

TO ALL CHRYSLER AND IMPERIAL DEALERS:

Please make the following correction to Paragraph 6, SPECIAL LOW TEMPERATURE RECOMMENDATION, Page 2 of Service Bulletin No. 1003-CH:

6. SPECIAL LOW TEMPERATURE RECOMMENDATION: If difficult starting is encountered when the average temperatures range consistently below - 10°F, replace one (1) quart of fluid with refined kerosene. This service should be performed only once during the low temperature season. Thereafter, necessary replenishment of PowerFlite should be with Automatic Transmission Fluid - Type "A".

R. B. TEIPER
Director of Service
CHRYSLER DIVISION

"IMPORTANT: This bulletin contains valuable information and was prepared at considerable expense to be of service to you. Failure to use this information may cost you good will and money. We suggest that you insure it is read by all those concerned, and then filed for future reference in your Service Bulletin binder."

14901

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SERVICE DEPARTMENT
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CHRYSLER CORPORATION

Service Bulletin

CHRYSLER APPROVED SERVICE IMPERIAL

Information for ☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

Jan. 30, 195

No. 58-31

TO ALL CHRYSLER AND IMPERIAL DEALERS:

The following information may be of assistance in selecting the correct speedometer drive pinion for the various axle ratios and the tire sizes that are available:

Pinion Part No.	No. of Teeth	Tire Size					Axle Ratio				
		8.00	8.50	9.00	9.50	11.00	2.93	3.15 3.18	3.31 3.36	3.54	3.73 4.89
1732113	16				X		X				
1636406	17	X	X	X		X	X				
1636406	17					X		X			
1636407	18		X	X	X			X			
1636408	19	X						X			
1636408	19		X	X	X				X		
1636409	20	X							X		
1636409	20		X	X	X					X	
1636410	21	X								X	
1636410	21		X	X	X						X

TRANSMISSION

SPEEDOMETER DRIVE PINION

CHRYSLER AND IMPERIAL

ALL 1958 TORQUE-FLITE EQUIPPED MODELS

C. T. McClure

C. T. McCLURE
Director of Service
CHRYSLER DIVISION

22202

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CHRYSLER DIVISION
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Service Bulletin

CHRYSLER APPROVED SERVICE IMPERIAL

Information for ☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

March 20, 19

No. 58-46

TRANSMISSION

SPEEDOMETER DRIVE PINION

CHRYSLER AND IMPERIAL

ALL 1958 TORQUE-FLITE EQUIPPED

MODELS

23375

TO ALL CHRYSLER AND IMPERIAL DEALERS:

This bulletin cancels and supersedes Service Bulletin #58-31, dated January 30, 1958.

The following information may be of assistance in selecting the correct speedometer drive pinion for the various axle ratios and the tire sizes that are available:

REAR AXLE RATIOS

TIRE SIZE	2.92 2.93	3.18 3.15	3.36 3.31	3.54	3.73
	NUMBER OF TEETH IN SPEEDOMETER PINION				
8.00 x 14	17	19	20	21	21
8.50 x 14	17	*18 or 19	*19 or 20	*20 or 21	21
9.00 x 14	*16 or 17	18	19	20	21
9.50 x 14	16	18	19	20	21
11.00 x 14	16	17	18	--	--

NO. OF TEETH	PART NUMBER	DESCRIPTION
16	1732113	Speedometer Pinion
17	1636406	" "
18	1636407	" "
19	1636408	" "
20	1636409	" "
21	1636410	" "

*NOTE: Where two pinions can be used, the underlined number of teeth is preferred.

C. T. McClure

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Director of Service
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SERVICE DEPARTMENT
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CHRYSLER CORPORATION

Service Bulletin

CHRYSLER APPROVED SERVICE IMPERIAL

Information for ☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

Feb. 6, 1958

No. 58-34

TRANSMISSI(

Excessive Noise in "Breakaway'

Chrysler and Imperial

All 1957 & 1958 Torque-Flit Equipped Models

22033

TO ALL CHRYSLER AND IMPERIAL DEALERS:

If you experience excessive noise in Torque-Flite Transmissions during "breakaway" push button "D" position, especially when coasting or deceleration, it may be caused by the condition of the needle roller thrust bearing, the sun gear rear end thrust face, and the front thrust surface of the intermediate shaft flange.

When inspecting the parts of a disassembled Torque-Flite Transmission, carefully examine the needle roller thrust bearing for wear, scores, looseness and cage wear or damage. Install a new bearing if necessary.

Inspect the sun gear rear end thrust face for wear, pits, scores or unevenness. If the wear pattern on the sun gear rear thrust face is not uniform, or if the thrust face shows signs of pits, wear or scores, install a new sun gear.

Inspect the front thrust surface of the intermediate shaft flange for wear, scores, pits or breakthrough of the case hardness. Install a new intermediate shaft if necessary.

Inspect the intermediate support bushing. If bushing shows definite wear pattern at front and rear edges and 180° apart, replace the intermediate support and cam assembly.

Inspect the intermediate shaft rear clutch feed circuit seal ring lands. If lands are worn by contacting reverse sun gear inside diameter, replace intermediate support and cam assembly.

Inspect all the thrust washers in the transmission. Install new washers if necessary. Be sure to obtain the correct end clearance on assembly as described in the 1958 Chrysler and Imperial Service Manual.

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Service Bulletin

CHRYSLER APPROVED SERVICE IMPERIAL

Information for ☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

TO ALL CHRYSLER AND IMPERIAL DEALERS:

Feb. 27, 1958

No. 58-41

TRANSMISSIO

TRANSMISSIO COOLER LEAKS

CHRYSLER AND IMPERIAL

ALL 1957 & 1958 TORQUE-FLITE EQUIPPED

MODELS

22743

If engine coolant is found in the transmission, it may have entered through a leak in the transmission cooler tube located inside the radiator lower tank. If the car has been driven, transmission oil will also have been forced into the radiator cooling system, and a reduction of transmission oil level will eventually occur. To verify a cooler leak, the cooling lines should be removed at the radiator. Connect a pressure gauge to one cooler outlet. To the other, connect a source of air pressure so that it may be trapped in the cooler. If the cooler and all fittings are leak proof, the gauge reading will remain constant.

CAUTION: Do not subject cooler to more than 50 psi. Do not use pipe sealers that will get into the transmission oil circuit.

When a leak is definitely detected, the following steps should be taken:

I. REPAIRING THE COOLER LEAK:

1. Remove the radiator core.
2. Remove the radiator lower tank. (This should be done by experienced radiator repair personnel.)
3. Test the cooler with 50 psi air pressure in water.
4. Repair the cooler leak using silver solder, or high grade radiator repair solder. If the cooler cannot be satisfactorily repaired, a new cooler should be installed in the radiator lower tank and soldered with a high grade radiator repair solder. The new radiator lower tank transmission coolers are available under the following part numbers:

Part No.	Models	Center to Center Dimension
1754877	C75-LC1-LC2	6"
1832240*	C76-C76-300-IM1 LC3-LC3S-LY1	10"

*Los Angeles built New Yorker models C76 and LC3 require coolers of 9" center to center dimension, however, cooler Part No. 1832240 may be used by relocating one outlet connection and by soldering a piece of sheet brass over the former outlet opening in the radiator lower tank.

(Over)

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SERVICE BULLETIN

☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

TO ALL CHRYSLER DIRECT DEALERS:

May 2, 1957

No. 1015-CH

TRANS-MISSION

There is a possibility that on some 1957 Torque-Flite Transmissions built prior to code letter "F" that the reverse servo will cock over and subsequently miss the pilot hole on the reverse band lever.

Whenever there is a failure of the reverse servo piston, Reverse Servo Piston Guide Part No. 1824474 must be installed to prevent a recurrence of the failure. (See Figure 1)

REVERSE SERVO PISTON

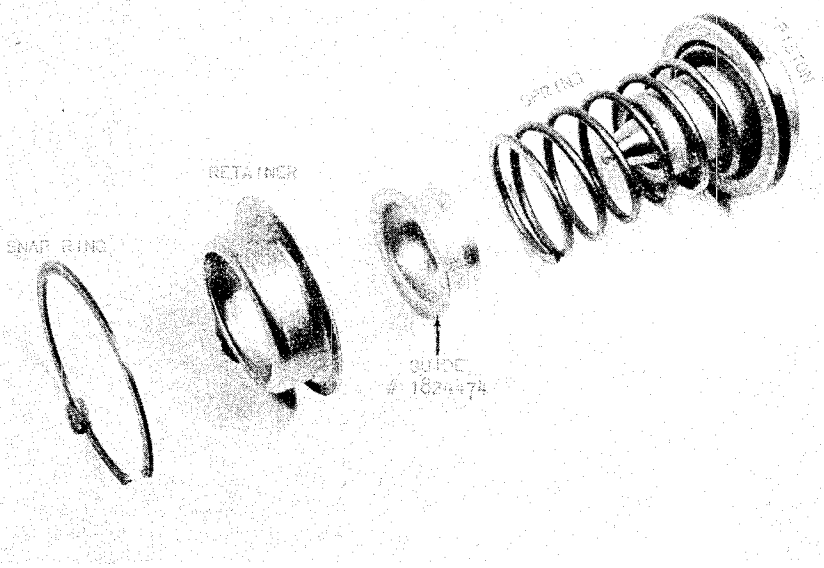

FIGURE 1

Further, at any time a 1957 Torque-Flite Transmission built prior to code letter "F" is disassembled for service for any reason, the piston guide No. 1824474 should be installed.

ALL 1957 TORQUE-FLITE TRANS-MISSIONS UP TO TRANS-MISSION IDENTIFI-CATION LETTER "F" MODELS

R. B. Teiper

R. B. TEIPER
Director of Service
CHRYSLER DIVISION

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Service Bulletin

CHRYSLER APPROVED SERVICE IMPERIAL

Information for ☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

Nov. 14, 1957

No. 58-11

Transmission

TorqueFlite Transmission Front and Rear Pump Check Valve

Chrysler and Imperial

All 1957 TorqueFlite Transmission Equipped Models

19491

TO ALL CHRYSLER AND IMPERIAL DEALERS:

In all production TorqueFlite Transmissions after transmission serial number 547,000 (approx.), the front and rear pump check valve has been reversed in the regulator body, placing the small bleed orifice against the front pump pressure port. This step has been taken to improve idle and low speed line pressure characteristics.

Therefore, in service the pump check valve should be reversed in all transmissions previous to this number which are removed and disassembled. When reassembling, this valve should have the bleed orifice placed inward toward the front pump port cavity. The check valve must not protrude above the regulator body surface and should seat properly on both sides.

If the pump check valve is collapsed, distorted, kinked, or shows signs of improper seating, the pump check valve should be replaced with a new part.

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Director of Service
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CHRYSLER CORPORATION

Service Bulletin

CHRYSLER APPROVED SERVICE IMPERIAL

Information for ☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

Dec. 26, 1957

No. 58-15

TO ALL CHRYSLER AND IMPERIAL DEALERS:

If there is a question in your mind as to the correct number of clutch plates and discs required in the rear clutch of Torque-Flite Transmissions, as well as the correct rear clutch clearance, the information listed below may be of assistance to you:

Transmission

Torque-Flite

Rear Clutch

Clearance

Rear Clutch Retainer Assembly Number	Number of Clutch Plates and Discs	Models
1732123	5	C75-1 up to Engine No. WE57-13139 C75-2 up to Engine No. LE57-7088
1736426	4	C75-1 after Engine No. WE57-13139 C75-2 after Engine No. LE57-7088
1736563	5	C76 - IM1

The correct clutch clearance is as follows:

Chrysler

and

Imperial

Rear Clutch Retainer Assembly Numbers	Number of Clutch Plates and Discs	Clearance
1732123 & 1736563	5	.070" to .160"
1736426	4	.056" to .128"

All 1957 Torque-Flite Equipped

Models

Clearance within these ranges will be obtained by installing the correct number of satisfactory clutch plates and discs in the correct sequence. Hence, a clearance measurement is not required. However, if improper clearance is suspected, it may be measured by using a feeler gauge to measure the gap between the pressure plate and the first driving disc in the assembled clutch.

C. T. McClure

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21377

SERVICE DEPARTMENT
CHRYSLER DIVISION
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Service Bulletin

CHRYSLER APPROVED SERVICE IMPERIAL

Information for ☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

June 19, 1958

No. 58-64

TRANSMISSIO

Torque-Flite

Push

Button

Cable

Adjustment

CHRYSLER

AND

IMPERIAL

ALL

1957 & 1958

Torque-Flite

Equipped

Models

5349

TO ALL CHRYSLER AND IMPERIAL DEALERS:

The importance of correct push button cable adjustment on the Torque-Flite Transmissions cannot be over-emphasized. Improper adjustment or a kinked cable may cause erratic shift or possible front clutch failure.

If either of these conditions is experienced, the transmission oil pan should be removed before removing the transmission. With the oil pan removed, carefully examine the manual valve-lever detent ball to be sure it properly and fully engages in the respective manual lever detent notch. If the ball does not seat fully, the push button cable will require adjustment.

To properly adjust the cable, depress the reverse "R" button and hold all the way in during the adjustment. Loosen the cable lock-clip screw at the transmission manual valve lever housing. Push the cable into the housing until it stops. Then scribe a mark on the end of the cable at the housing and carefully pull the cable from the housing. Stop pulling just before the detent ball moves out of position.

Scribe another mark on the cable and divide the distance between the two marks. Push in the cable to this point. Tighten the cable lock-clip screw. Total travel between the two scribed marks, in most cases, will not exceed 3/32 inch.

C. T. McCLURE
Director of Service

IMPORTANT: This bulletin contains valuable information and was prepared at considerable expense to be of service to you. Failure to use this information may cost you good will and money. We suggest that you insure it is read by all those concerned, and then filed for future reference in your Service Bulletin binder.

CHRYSLER CORPORATION

CHRYSLER DIVISION
12200 E. JEFFERSON AVE.
DETROIT 31, MICHIGAN

SERVICE BULLETIN

☐ Service Mgr. ☐ Shop Foreman ☐ Parts Mgr. ☐ Mechanics

August 1, 1957

No. 1026-CH

TO ALL CHRYSLER AND IMPERIAL DEALERS:

We have received reports of technicians incorrectly diagnosing "No Reverse" conditions and unnecessarily chamfering the governor weight on late production transmissions. Service Bulletin No. 1004-CH, dated February 27, 1957, described possible governor weight interference on transmissions between serial numbers 112,000 and 203,000 only. It is therefore recommended that no grinding or chamfering be performed to the governor weight on transmissions with serial numbers below 112,000 or above 203,000. Diagnose the transmission problem carefully to accurately determine the real cause of the failure to operate in reverse.

C. T. McCLURE
Director of Service
CHRYSLER DIVISION

TRANSMISSION

TORQUE-FLITE TRANSMISSION GOVERNOR WEIGHT

CHRYSLER AND IMPERIAL

ALL 1957 TORQUE-FLITE TRANSMISSION

MODELS

16346

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