



CAST IRON TORQUEFLITE

FRONT BAND ADJUSTMENT

The front band adjustment screw is located on the left side of the case.

1. Loosen the lock nut and back off adjusting screw 5 turns.
 2. Make sure the screw is free in the case, then using an inch pound torque wrench; tighten the adjusting screw to 70-75 inch pounds.
 3. Back off the adjusting screw according to the car model in the chart below.
 4. While holding the adjusting screw firm, tighten the lock nut and torque to 30-35 foot pounds.
- 1960-1961 units stamp the adjusting screw back off specifications on the pan rail of the case. This became effective with serial number 1442920. If the specifications do not appear on the pan rail, then use the chart below.

Rear Band Adjustment

The rear band adjusting screw is located on the right side of the case.

1. Loosen the lock nut and back off 9 turns
2. Make sure the screw is free in the case, then using an inch pound torque wrench; tighten the screw to 70-75 inch pounds.
3. Back off the adjusting screw according to the car model in the chart below.
4. While holding the adjusting screw, tighten the lock nut to 35-40 foot pounds.

YEAR	Model	Front	Rear
1956	Chrysler & Imperial	2	2
1957	Chrysler & Imperial	3 ½	2 ⅝
1958-1959	Chrysler & Imperial	2 ¼	2 ⅝
1960-1961	Chrysler & Imperial – Ram Engine	2	2 ½
1960-1961	Chrysler & Imperial – Other Engine	2 ½	2 ½
1957	Desoto - Firesweep	3 ½	2 ⅝
1957	Desoto – Others	2 ¼	2 ⅝
1958-1959	Desoto	2 ¼	2 ⅝
1960-1961	Desoto – Ram Engine	2	2 ½
1960-1961	Desoto - Others	2 ½	2 ½
1957-1958	Dodge & Dart	3 ½	2 ⅝
1959	Dodge & Dart – V8 – 325	3 ½	2 ⅝
1959	Dodge & Dart – Others	2 ¼	2 ⅝
1960-1961	Dodge & Dart – V8 – 318	2 ½	2 ½
1960-1961	Dodge & Dart – V8 – 361	2	2 ½
1957-1958	Plymouth – V8 – 350	2 ¼	2 ⅝
1957-1958	Plymouth – Others	3 ½	2 ⅝
1959	Plymouth – V8 - 361	2 ¼	2 ⅝
1959	Plymouth - Others	3 ½	2 ⅝
1960	Plymouth – V8 – 318 ₁	2 ½	2 ½
1960	Plymouth – V8 – 318 ₂	3	2 ½
1960	Plymouth – V8 – 361 ₁	2 ½	2 ½
1960	Plymouth V8 – 361 ₂	2	2 ½
1961	Plymouth – V8 - 318	2 ½	2 ½
1961	Plymouth – V8 - 361	2	2 ½

1 – Transmissions without white paint mark on regulator valve boss.

2 – Transmissions with white paint mark on regulator valve boss.

Fatsco Transmission Parts

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