

# Buick Flight Pitch Triple Turbine



## DESCRIPTION

A new version of the Dynaflow appeared in 1958: the Triple Turbine (Flight Pitch Dynaflow). This unit was similar to the Twin Turbine, but bore some operational differences. A few identifying features: the older Twin Turbine model was fitted with a rear pump, which meant the vehicle could be push-started (considered a desirable feature at the time). Also, the Twin Turbine would allow engagement of low gear up to 40 miles per hour, and had a shift quadrant that read P-N-D-L-R. In contrast, the Triple Turbine unit did not have a rear pump, so it could not be push started, as there was no means to produce line pressure to engage any friction elements. It would, however, allow engagement of low gear up to 45 miles per hour, and had a shift quadrant that read P-R-N-D-G (where "G" stood for "grade retard").

## FEATURES

Has Aluminium case, with a 20 bolt oil pan and and has no Vacuum Modulator

## VEHICLE FITMENT

Buick..... Some models.....1958-59

## TYPICAL UNIT

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