

Buick Dynaflow



DESCRIPTION

The Dynaflow initially used a five-element torque converter, with two turbines and two stators, as well as a planetary gear set that provided two forward speeds plus reverse. In normal driving, Dynaflow started in high gear (direct drive), relying on the converter's torque multiplication to accelerate the vehicle. Low gear, obtained via the planetary gear set, could be manually engaged and held up to approximately 40 miles per hour (65 kilometres per hour), improving acceleration. However, the transmission was incapable of automatic shifting, requiring the driver to move the shift lever from low to drive to cause an upshift.

In 1953 Buick redesigned the Dynaflow, calling it the Twin Turbine Dynaflow. The converter now incorporated two turbines but only a single stator, which resulted in better efficiency, especially at highway speeds, as well as a higher level of performance. Buick also incorporated a variable-pitch stator in 1955 for greater flexibility. While these changes improved the transmission's overall performance and efficiency, the Dynaflow still was no match for other designs that utilized three element converters with automatic shifting.

FEATURES

Has cast iron case with 22 bolt oil pan and no modulator

VEHICLE FITMENT

Buick..... 1948-54..... No variable pitch. Cast iron converter. housing
Buick..... 1955-63..... With variable pitch. Aluminium converter housing
Buick..... 1961-63

TYPICAL UNIT

