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## REPLACEMENT UNITS FOR 604 & 606



**585R For 604**



**586R For 606**

The original 10 1/4" Chrysler Torque Converters for 604 & 606 Transmissions are notorious for cracked covers at the mounting lug weld. A crack in the area of the mounting lug will damage the Lock-up Clutch face. With the limited availability of these cores for remanufacturing, DACCO has developed a 9 1/2" torque converter with an equivalent stall speed and capacity. The 585R & 586R must be used with the multiple bolt pattern flex-plate that has the bolt pattern for the 9 1/2" and 10 1/4" units.



A leak or signs of leak in the pad area is a sure sign that the cover is cracked. A cracked cover can not be used in remanufacturing.



The cracked cover at the mounting lug has created a crack in the area of the cover that is used as the apply face for the lock-up clutch.

A HEAVY-DUTY unit with billet cover is also available for the 585 & 586. The billet cover has a conventional bolt pattern with a two degree offset mounting lug and a 90 degree bolt pattern on the mounting ring fitting multiple year applications.

