

CORRECT CONVERTER APPLICATION IS CRITICAL TO CHRYSLER LOCK-UP CONVERTER PERFORMANCE

CONVERTER CODE IS CRITICAL TO THE RELIABILITY AND DURABILITY OF THE DRIVETRAIN AND DRIVER SATISFACTION: The converter code and vehicle application has been a large part of the DACCO Converter catalogs to aid in the correct identification of the torque converter. It is our recommendation that the torque converter should be replaced with a torque converter with identical characteristics. "High Stall", "Medium Stall" or "Low Stall" is only one characteristic to consider in the torque converter application.

TORSIONAL DAMPENING OF THE LOCK-UP CLUTCH: A major characteristic to consider is the converter clutch and the torsional dampening springs in the Lock-Up clutch. DACCO bonds the Chrysler Lock-Up clutch to the piston and increases clutch capacity where applicable. DACCO also installs the correct rated springs for the vehicle and engine combination. Torsional dampening springs will absorb the torsional vibrations of the engine and drivetrain that can be transmitted to the vehicle cabin. Lock-up torsionals are usually felt in the steering wheel of the vehicle.



DACCO 785
318 engine, A-518
uses 10 red color
coded torsional
dampening springs.
Approximate rate per
spring is 65 ft. lbs.



When a weaker than required spring is used, noise and converter damage is possible due to excess collapsing of the springs. Stronger or stiffer springs may not cushion the torsional vibrations. With these results in mind, interchanging the 785 and 787 is not recommended. The dampening springs do not control the "feel" of the lock-up clutch as it goes into lock-up.



DACCO 787
360 engine, A-518
uses 10 green color
coded torsional
dampening springs.
Approximate rate per
spring is 80 ft. lbs.

For Additional Information Contact Dacco Customer Service 1-800-443-2226

