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1955 Hydramatic Transmission Manual

GENERAL DESCRIPTION The 1955 Hydra-Matic transmission, available as standard equipment on all series Cadillac cars, is essentially the same as previous models. However, to compensate for an increase in engine horsepower, some changes have been

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incorporated to provide further improvements in performance.

HYDRA-MATIC TRANSMISSION

1946 - 1955 Hydra-Matic Transmission
"On the Car" Adjustment Service Manual
(Original page scans contributed by Greg Hill)

1946 - 1955 Hydra-Matic Transmission "On the Car ...

This book covers all 1955 GMC trucks equipped with the Twin Hydra-Matic Transmissions (models 380T, 425T, 600T). If you have a 1956 truck with a Twin Hydra-Matic, you'll need this book plus the 1956 Twin Hydra-Matic supplement. This book has 194 pages, measures 8.5" x 11" and is over .25" thick. Buy now to own the best manual for your transmission.

1955 GMC Twin Hydra-Matic Transmission Repair Shop Manual ...

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1963 Pontiac Hydramatic Transmission Dip Stick & Tube \$95. Great condition. ... 1955-56 Pontiac SC Hydramatic Bell Housing \$55. Great condition. TH350 Tail Shaft with Bolts \$55. Great condition. ... Fits TH350 and 1970 with manual transmission. 1975-81 Firebird, Trans Am X-Member \$25. Very nice OEM condition with no rust pits.

Transmission Parts - Frank's Pontiac

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Parts

Transmissions that succeed the original Hydramatic design also use a detent or kick-down device. The original Hydramatic did not use a detent. The detent may be an electrical connection and electric kick down solenoid (THM-400) or a detent cable (THM-350).

Classic Hydramatic - Shift Problem Diagnostic Tips

GM's Roto-Hydramatic 375 "Slim-Jim" GM Roto Hydramatic 375 Motor's. This transmission, used in 1961-64 Oldsmobiles and Pontiacs, was a dead-end technology very loosely based on some of the technology employed, starting in 1956, to improve the original Hydra-matic. The intent was to reduce production costs, reduce the size and weight of ...

6 of the worst automatic transmissions ever | Hagerty Media
Hydramatic (also known as Hydra-Matic) is an automatic transmission developed

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by both General Motors' Cadillac and Oldsmobile divisions. Introduced in 1939 for the 1940 model year vehicles, the Hydramatic was the first mass-produced fully automatic transmission developed for passenger automobile use.

Hydramatic - Wikipedia

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Transmission Expander & Seal Package
NORS (Fits: 1955 ...

Vintage and Classic Transmission & Drivetrain for 1955 ...

I've installed a 1955 Pontiac V8 & dual
range Hydramatic in my car. installed in
54 Pontiac. The transmission is original
to the engine. The fluid is fresh D/M, and
when I bought it, I drained out clean red
fluid. Short Version: The car drives great
with the shifter in Low. Reverse and
Drive slip, and won't move anywhere.

Technical - DUAL RANGE HYDRAMATIC PROBLEM - 1955 PONTIAC ...

Hydramatic (cast iron case)Transmission
Parts For Sale. ... Hydramatic Rear Seal
(1955-56 Oldsmobile) sent to anywhere
in the lower 48 USA states via Priority
Mail® (48.00+13.30 shipping and
handling) ... 1946-55 Dual Range

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Hydramatic Repair Manual (103 pages)

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Hydramatic transmission - Charlie Tranny

Hydramatic Transmission Remove and Install Tips. Rear Wheel Drive Early Hydramatics - Removal. Purchase a suitable transmission shop manual online. Caution, these units are very heavy and removal is different for each manufacturer, year, model, etc. With our rebuild service, we provide required documentation if needed. ...

Classic Hydramatic - Transmission Remove / Install Tips

Beautifully finished in Tatan turquoise and Bombay Ivory over a well kept turquoise and ivory interior, this 1955 GMC Pickup features: 287 cid V8, 4-speed Hydramatic transmission, power steering, panoramic rear window, new oak bed and bed rails, freshly rechromed front grill, a rust-free Nevada past, and so much more.

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1955 GMC 100 | Classic Car Studio

Hydramatic automatic transmission is available for the first time as a paid for option. 1955 First Series - Similar to the 1954 model year, except redesigned hood-side emblems and modern open driveshaft in place of enclosed torque tube. Serial number codes unchanged from 1953 and 1954.

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