

CD4E Installation Guide

Pre-Install

Step 1: Inspection

- Compare new transmission with the one being replaced and ensure that all connections are identical or compatible.
- Ensure that the new transmission is not damaged prior to installation. (e.g. Pin Count)

Step 2: Flushing the System

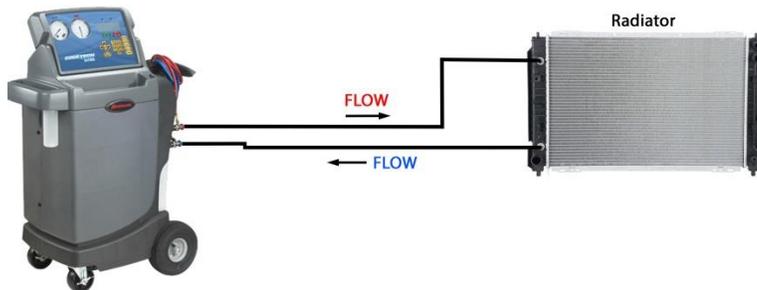
FLUSHING THE TRANSMISSION COOLING SYSTEM WITH A HOT FLUSH SYSTEM IS MANDATORY (See Figure 1).

Make sure to flush the cooling system completely. **Failure to do so will cause premature failure and will VOID LIMITED WARRANTY.**

THIS UNIT REQUIRES THE TRANS COOLER TO BE REPLACED OR INSTALLED IF NOT EQUIPPED (See Figure 2).

- If you do not have a transmission cooler, you must install the supplied cooler to prevent excessive heat that may lead to transmission failure. **(Install cooler after the system is flushed).**

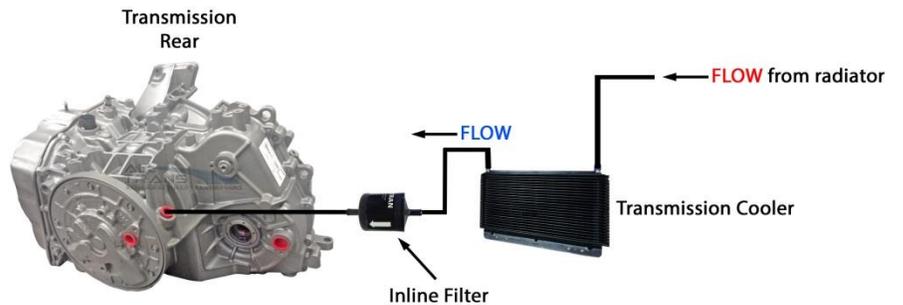
(Figure 1)



(Figure 2)

Step 3: Installing Trans Cooler (Required)

- The supplied transmission cooler **must be installed** (Figure 2).
- **Note:** Inline filter installation is optional.



Step 4: Installing Pump Rod

- You must reuse existing pump rod if one was not provided with transmission.
- Insert pump rod all the way in.
(See image to the right for pump rod hole location).



Installation

Step 1: Torque Converter

(Figure 3)

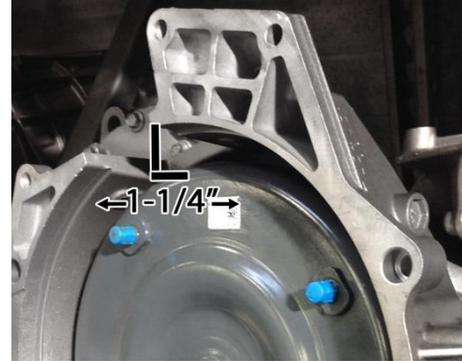
- Add 1 quart of Factory Recommended ATF to the torque converter (See figure 3).
- Grease the torque converter hub that will mount on transmission input shaft.
- To mount torque converter onto transmission, hold converter from center and push in slowly while spinning converter (See figure 4).
- Once the converter is fully installed, the measurement from the converter to end of bell housing is 1-1/4 inch (See figure 5).
- Ensure converter does not slide forward out of the pump gear during installation.



(Figure 4)



(Figure 5)



Step 2: Bolt Down Transmission

- Dowel pins are NOT included with this shipment.
- You **MUST** reuse or replace existing dowel pins with new ones.
- Ensure that you align unit to dowel pins before bolting down.

Step 3: Re-connect all electrical wires, including supplied ground strap, linkages, tubing, sub frame and exhaust, and other components disassembled during installation where applicable.

- The supplied ground strap must be connected from the negative side of battery to the transmission See Figure 6.

Step 4: Topping off fluid

YOU MUST USE THE ORIGINAL MANUFACTURER ATF OR EQUIVALENT FOR OPTIMUM PERFORMANCE.

FAILURE TO DO SO MAY DAMAGE TRANSMISSION AND REVOKE THE MANUFACTURER LIMITED WARRANTY.

- For 4WD models, fill the transfer case with proper amount of factory recommended lubricant.
- Add the proper amount of factory recommended ATF.
- Place the gear selector in park, reconnect the battery, and start the engine.
- Check ATF level while engine is running and in Park.
- Allow the car to reach operating temperature; and with your foot on the break, run through the gears leaving it in each gear for about 5 seconds to ensure proper lubrication.
- Re-check ATF level while engine is running and in Park.
- Add oil accordingly.
- Test drive vehicle to ensure it is shifting properly.
- Re-check the fluid level after you test drive the vehicle.
- Top off fluid if necessary.
- Installation complete!

(Figure 6)

