

PLEASE READ: IMPORTANT MESSAGE

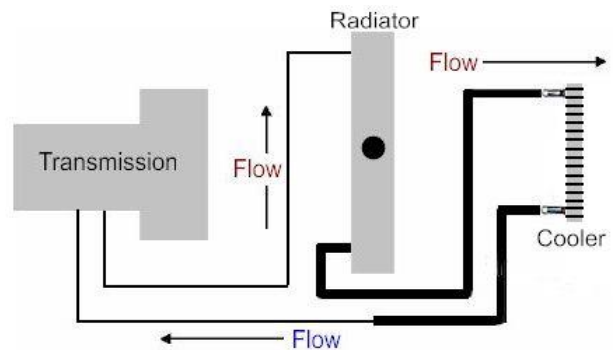
Cooler Replacement, Bypassing, or Flushing.

You have purchased one of the finest remanufactured transmissions available, it must have clean oil and a clean cooling system to perform correctly for many miles of trouble-free service.

*Please follow these directions as the number one cause of replacement transmission failure is contamination trapped in the cooling system. After the transmission is replaced, clean fluid can dislodge any contamination particles in the system and deposit them into the replacement unit. It is extremely important you follow one of the 3 processes below to insure your system is free of any contamination particles. Certain vehicle coolers are not flushable and must be replaced or bypassed. Please follow any manufacturers recommendations regarding what can and cannot be flushed. **Failure to correctly following these directions may void your warranty.***

1. Preferred Method – Complete Cooling System Replacement

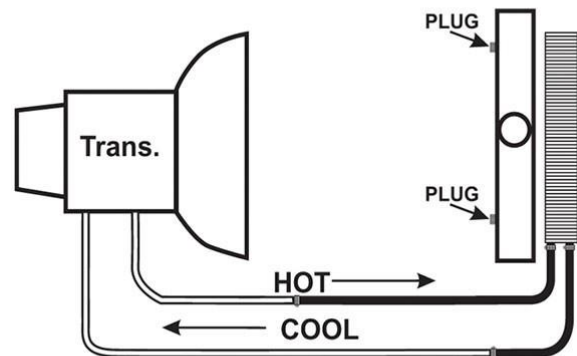
The preferred method for trouble-free installation is to replace both the radiator and/or transmission cooler. This preferred method will give your system maximum cooling efficiency. Some vehicles are cooled by both the radiator and the cooler or just the radiator or cooler itself. You will still be required to flush out any cooling system lines and remove any **thermostatic bypass valve*** and/or **check valves*** and clean or replace before reassembly. You also will need to remove and replace any inline or remote filters that may exist. Any item inline with the system has a potential to trap debris and must be cleaned or replaced



2. Secondary Method – Bypass w/ Remote Cooler

The secondary method is to bypass the vehicles radiator and install a remote transmission cooler. If the unit you received is not supplied with a cooler make sure to follow cooler manufacturer recommendations on the **correct size cooler for your application** to maximize cooling efficiency. Again, as with the preferred method you will still be required to flush out any cooling system lines and remove any **thermostatic bypass valve*** and/or **check valves*** and clean or replace before reassembly. You also will need to remove and replace any inline or remote filters that may exist.

Optional Installation Method (Detailed Instructions Not Provided)



For illustrative purposes only.
Actual part may differ.

3. Third Method - Flushing Method

The third and final method is flushing the system. Flushing can be effective if the proper equipment is used although few shops have the proper machine. As stated earlier certain coolers **cannot** be flushed and you must follow manufacturers recommendation on what can and cannot be flushed. When in doubt, replace.

Unacceptable flushing methods are as follows.

- Equipment using solvents to clean coolers.
- Fluid Replacement Machines.
- Equipment that is not heated to clean coolers.
- Aerosol solvent cleaners.
- Shop air as a stand-alone flushing method.

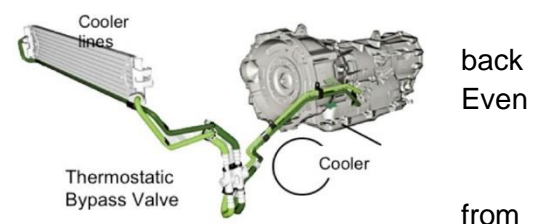


Acceptable flushing methods are as follows.

- A **Hot Flush Machine** that maintains fluid at minimum of 140°.
- The machine pulsates during cleaning.
- Reverses directions while cleaning.
- The machine has a GPM flow meter to monitor cooler flow.
- Has twin filters and removes particles to 10 microns.
- Machine uses manufactured recommended fluid for flushing procedure.

As with the two prior methods you will be required to remove any **thermostatic bypass valve*** and/or **check valves*** and clean or replace before reassembly. You also will need to remove any remote or inline filters prior to flushing and replace with new after flushing is complete.

NOTE: A **Thermostatic Bypass Valve*** is sometimes placed in the cooler line to bypass fluid away from the cooler and to the transmission until the fluid gets to operating temperature. if you are flushing this valve will not open up unless the fluid is at operating temperature therefore it must be disassembled and manually cleaned. These valves are notorious for sticking shut debris and not allowing fluid to go through cooler and causing transmission to overheat. Again, this valve must be disassembled and cleaned or replaced. See example illustration of thermostatic bypass placement below.



NOTE: A **Check Valve*** is sometimes placed in the system. An inoperative or stuck check valve can cause blockage in cooler flow cause a transmission to overheat. Check valves are sometimes into the hose. Always remove and replace or clean any check valves in system. See illustration example of inline check valve placement below.

