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Installation Instructions

This guide covers the following Item Numbers:

10675 and 10676

Congratulations, you have made a wise decision. Thank you for purchasing our product.

Heavy Duty Remote Transmission Fluid Filter System

IMPORTANT! READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION.

Factory transmission filters are usually a screen type, similar to those found on the windows of a house. These do not stop the small particles that continually circulate throughout the transmission. These particles cause the valve body of your transmission to become gummed, this in turn can cause slow or double shifts, no reverse, or even the skipping of a gear. Our heavy duty transmission fluid filter systems greatly extend the life of the transmission by filtering out these harmful particles. It is always best to install a new fluid filter system after servicing the transmission. This allows the new fluid 10,000 to 50,000 miles (15,000 to 80,000 Km) without servicing, depending on the size of the filter used and the condition of the transmission at the time of installation.

Install the hosebarb fittings in the remote fluid filter mount. Pay attention to the arrows located on top of the ports to ensure proper flow through the filter. Dual ports offer multiple plumbing options for easy installation. Maximum torque on the tapered fittings is 28 ft. lbs. (38Nm). Do not over-tighten, see illustration A. If installing deluxe system with temperature sending unit, install supplied adapter bushing into an unused port, then install sending unit. Wire according to the schematic, see illustration B . Install supplied plug into the final unused port. Seal all fittings (and sending unit) with Teflon® tape or appropriate sealer. Install the short end of the threaded nipple into the filter mount and tighten by hand until snug. Wrap a rag around the nipple and tighten with pliers. Squeeze firmly to avoid damage to the threads, see illustration C.

When selecting a place to mount the fluid filter mount, be sure that there is enough space for removal and replacement of the fluid filter. Attach filter mount to any position on the fender-well or frame, usually near the transmission using supplied bolts. Apply a small amount of fluid to the O-Ring of a new oil filter and install onto the fluid filter mount. If possible, fill filter with appropriate fluid before installing. Tighten 1/4 to 1/2 turn after O-Ring contacts fluid filter landing.

Note: There is only ONE correct way to install this product. The fluid filter needs to be installed on the pressure (supply) line of the cooling circuit between the transmission and the factory cooler, see illustration D. The filter can be installed using one of the two following methods. **Method One** is to cut the pressure (supply) line. **Method Two** uses a replacement fitting, P/N 15149 at the transmission (available from Perma-Cool® or another source) and NOT cutting the pressure (supply) line.

Locate the transmission fluid cooler lines. These will be steel tubes, 1/2" or 5/8" (13mm or 15 mm) in outside diameter. They can be found running from the transmission to the bottom or the side of the radiator.

Gas Engines: To determine the pressure (supply) line, disconnect the electrical coil wire from the coil. Disconnect BOTH transmission lines at the radiator, not the transmission. Place a plastic bag over the ends of each line, secure in place with a rubber band. Crank engine over once or twice - the disconnected coil wire will prevent the engine from starting. Observe the two transmission lines; the one with the fluid is the pressure (supply) line. Reconnect the coil wire to the electrical coil. Reconnect both transmission cooler lines at radiator.

Diesel Engines: To determine the pressure (supply) line, start engine and let idle. Leave transmission in park. After a few minutes lightly touch the cooler lines. The line that is warm or hot to the touch is the pressure (supply) side. The other line is the return line and should be cooler or cold to the touch. Shut-off engine and let cool.

Note: For Cummins® diesel applications, certain transmissions feature the pressure (supply) side line exiting the transmission near the front of the transmission case and the return line entering the rear of the transmission case. Other transmissions feature the pressure (supply) line and the return line located one above the other. Use installation Method One **OR** the following to plumb the filter mount. To avoid cutting pressure (supply) line, remove factory fitting from transmission case and install supplied hosebarb, P/N 15149.

Installation Method One: Locate an accessible point on the pressure (supply) line and cut as required. Do NOT cut return line. Clean tubing of all metal chips and debris.

Installation Method Two: To avoid cutting the pressure (supply) cooler line, purchase hosebarb fitting P/N 15149 from Perma-Cool® or another source and install in the transmission housing replacing the factory fitting.

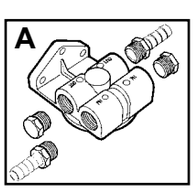
Cut supplied high pressure/high temperature oil hose into two pieces taking into account the location of the filter mount. There may be extra hose left over. Slide two loose hose clamps onto each piece of hose. Use one piece of hose to connect "IN" port hosebarb on filter mount to transmission. Finish circuit by installing second piece of hose from "OUT" port on filter mount to radiator line. It may be necessary to slide factory fitting back on radiator line.

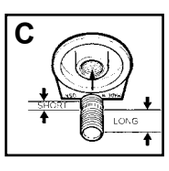
Position hose clamps 1/8" (3mm) from end of hose and tighten. Do not over tighten the clamps. The proper tension is when the hose surface bulges up slightly through the slots in the bands.

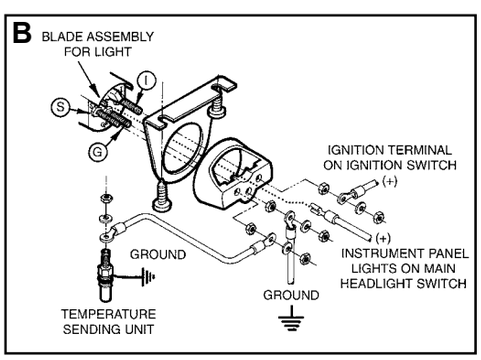
Avoid sharp edges or bends. Start the engine and immediately check for leaks. Check the transmission fluid level. Add fluid if necessary. There are many fluid filters available that will fit on the filter mount (standard 3/4"-16 thread). Below is a convenient chart to aid in the purchase of replacement fluid filters.

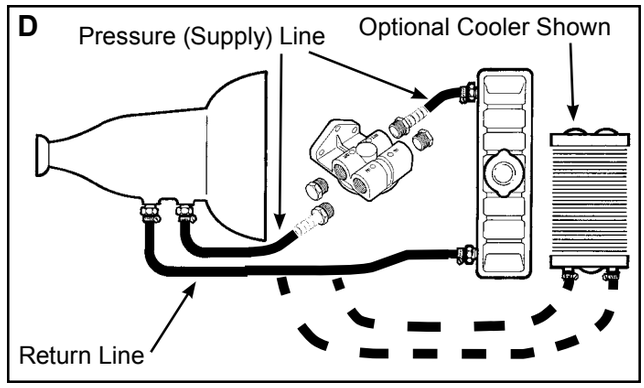
Note: The average transmission pressure is between 90 and 130 p.s.i. For high pressure transmission fluid pumps, such as those used in racing applications, we recommend a high performance filter that will handle up to 200 p.s.i. such as, Perma-Cool® 81008 or Fram® PH8A.

Brand Name	Tight Fit	Standard Length
PERMA-COOL®	**81043**	**81008**
AC®	PF13	PF2
FRAM®	PH43	PH8A
LEE®	LF16	LF1
MOTORCRAFT®	FL173A	FL1A
NAPA®	1068	1515
PUROLATOR®	L14670	L30001
WIX®	51068	51515









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