

PM1001



TRANSMISSION OIL COOLER INSTALLATION INSTRUCTIONS

Northern's Transmission Coolers are designed to provide substantial additional transmission oil cooling.

Included in this kit are the parts and hardware needed for installation. Please follow these installation instructions for best results with your new transmission cooler.

We recommend that this cooler be installed in series with your vehicles original equipment transmission oil cooler located in the radiator. Series installation provides maximum cooling. By-passing your vehicle's OEM radiator mounted transmission oil cooler is not recommended.

Tools needed: Screwdriver
 Wrench Set
 Pliers
 Knife
 Electrical Drill

NOTE: THIS TRANSMISSION OIL COOLER IS FOR AUTOMOTIVE OR LIGHT TRUCK USE ONLY!!

Before you begin:

- 1: Review your work area and plan a route for the hoses to avoid sharp bends or sharp edges.
- 2: Always make your hoses at least 2 inches longer than your rough measurements.
- 3: The cooler must mount no closer than 1/4" in front of the radiator or air conditioning condenser. The mount must be secure and not allow the cooler to come in contact with any other cooling devices.

Mounting the Cooler:

1: Your transmission cooler features brackets for rigid mounting to your vehicle's chassis and may be mounted in various locations in front of the radiator or A/C condenser. Remember, you want the maximum air flow through the oil cooler, so mount the cooler in the best location relative to the grill air opening of the vehicle. The cooler may be mounted in other locations, but this may reduce efficiency and effectiveness. Also note, the cooler should be placed to simplify the routing of the connecting hoses. NOTE: TRANSMISSION OIL MAY FLOW IN EITHER DIRECTION THROUGH THE COOLER.

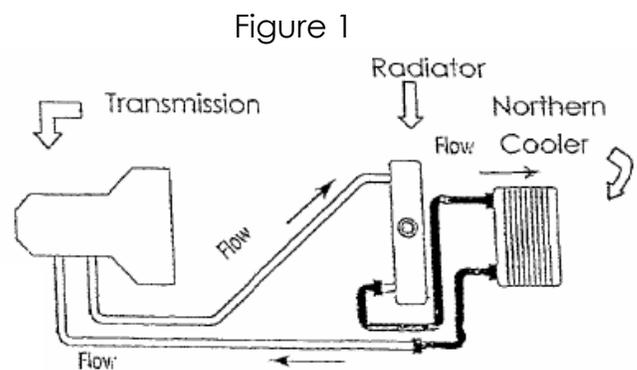
2: Find the two steel tubes running from your automatic transmission to the original equipment cooler, which is located inside and along the bottom or side of your radiator.

3: Position the cooler so its outlets face toward the metal lines entering the radiator.

4: With the steel mounting hardware provided, mount the cooler securely by shaping the brackets to suit the configuration of your mounting location. Sheet metal screws can be used to fasten the cooler to the vehicles sheet metal.

Connecting the Cooler:

Your cooler can now be connected using the illustration in Figure 1 as a guide. On all automatic transmissions the transmission oil flows from the transmission through the original equipment cooler, installed inside the radiator, and back to the transmission. For your cooler to work properly (in series) it must be connected so the transmission oil flows through it AFTER going through the original equipment cooler. Here's a simple method for determining which direction your transmission oil flows. This is how you tell:



1: Place a catch pan under the radiator. Using either a wrench or locking pliers, disconnect one of the two steel lines entering the radiator.

2: Ensure that the vehicle cannot start during installation.

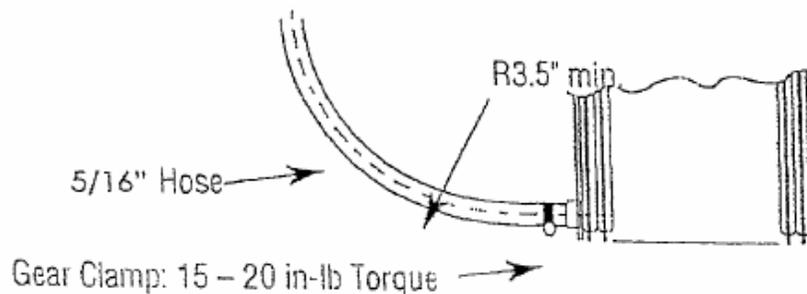
3: With the transmission selector lever in PARK, have a helper crank the engine over a few revolutions. The transmission oil will flow from either the radiator or the disconnected tube. If the oil flows from the radiator, you connect the cooler here. If not, you know the oil flows from the radiator at the other tube so connect there.

4: Once you've determined the direction of the oil flow, you're ready to connect the adapter for your cooler.

5: Your cooler provides the most common fittings for installation, however, some vehicles may require fittings not included with the kit. If additional fittings are required contact your auto parts supplier for assistance.

6: Attach the rubber hose to either of the outlets on the cooler. Slip a hose clamp over each connection point. Run the hose to the adapter you placed on the radiator in the previous step. Trial measure and cut the hose (remember to add 2 inches beyond your rough measure). After trial fitting the hose, make your hose finish cut to length and trim any excess hose. Slip the hose over fitting and secure both ends with hose clamps. When installing the hose using the hose clamps to the cooler and attaching the hose to the radiator, it is necessary to exert 15-20 inch pounds of torque on each hose clamp (figure 2). Please ensure that this is completed and check hose clamps one week after installation and periodically thereafter.

Figure 2



7: Repeat the hose fitting process for the second hose and secure the fittings and hose. (See fig.1)

NOTE: The fittings for the steel line do not require cutting the steel line as they secure to the threaded fitting on the end of the line.

Installation Notice

Important! Use two wrenches when installing the adapter fittings. Always support the cooler with one wrench to prevent any pressure on the cooler connection or damage to the cooler may result.

CHECKING THE INSTALLATION:

- 1) After you've mounted the cooler and connected it in series, all the mounting bolts and clamps should be checked for tightness.
- 2) Check to be sure the rubber hoses are free of kinks and away from heat and sharp edges. WARNING: Hoses that have a kink or have been bent too much will cause a significant restriction, and will result in transmission failure.
- 3) Start your engine, with the transmission selector lever in Park, and let it run at fast idle for one or two minutes.
- 4) Stop the engine and check all connections for leaks.
- 5) Check transmission fluid level according to manufacturer's instructions and add fluid if necessary.
- 6) During the first week of operation, check connections for leaks and fluid level. The hose clamps may require tightening and the fluid level may need to be topped off.
- 7) The installation should be checked periodically, as the hose clamps may require retightening.

CAUTION:

Many radiators have a hex nut fitting where the steel line from the transmission attaches to the original equipment cooler. Any time you either connect or disconnect one of these lines be sure to do so with one wrench securely holding the nut that is on the radiator and a second wrench loosening or tightening the nut on the steel line. This will prevent breaking or damage to the connection fitting on the radiator.