

ATF-Exchanger Service Procedures

Part # 94800 / 94840 / 95520 / 95530 / 95540 / 95550 / 95560

Follow all Safety Procedures Before Proceeding

Read and follow all Safety Procedures Before Proceeding

PRECAUTIONS & SAFETY REQUIREMENTS

Follow these safety instructions every time you perform an ATF-Exchange procedure.

- 1) Wear safety goggles and gloves for eye and hand protection.
- 2) Cover painted surfaces with fender covers.
- 3) Work in a well-ventilated area; pipe exhaust to outside area.
- 4) Keep tools and hoses clear from all moving parts.
- 5) Inspect vehicle for fluid leaks, damaged hoses or belts, engine noise or any unsafe conditions.
- 6) Inspect the equipment for damage or missing components.

Warning: Automatic-Transmission Fluid that has been spilled on a hot engine can ignite. The transmission - cooler lines may contain fluid that is hot and under pressure while the vehicle is running.

PREPARING FOR SERVICE

- 1) Using the **Automatic Transmission/Drive Line Specification Manual** (part # 74801), or a database to determine the amount and type of ATF (Automatic-Transmission Fluid) to put into the "New-Fluid" tank of the ATF-Exchanger Machine for the vehicle to be serviced.
NOTE: Some manufacturers will indicate on the transmission dipstick the recommended fluid type to be used.
NOTE: Add at least until sight glass shows 3 qts. more than the vehicle's capacity as machine stops at 3 qt. level to leave fluid available for top off. ALL the fluid added to the new tank (except last 3 qts.) will be pumped into vehicle before exchanger considers "Service Completed"
- 2) Attach the ATF-Exchanger machine to the vehicle's battery by connecting the machine's red battery clip to the Positive (+) battery terminal, and the black battery clip to the negative (-) battery terminal of the vehicle being serviced.
NOTE for the dipstick service the exchanger is designed to see a battery at rest when the engine is off and a charging battery when the engine is on, so do not use a different source of power from the battery of the vehicle being serviced.
- 3) Follow the screen prompt and choose the type of service you'd like to perform "Cooler Line service" or "Dipstick service"
- 4) Before starting the service, check the ATF level of the transmission. If the fluid level is low, add fluid to the system before starting service.
Note: Check the owner's manual to determine the correct method for checking the ATF level. Most vehicles require the engine to be running before the ATF level can be checked. Some vehicles may also require that the ATF be checked with the engine running and transmission in neutral.

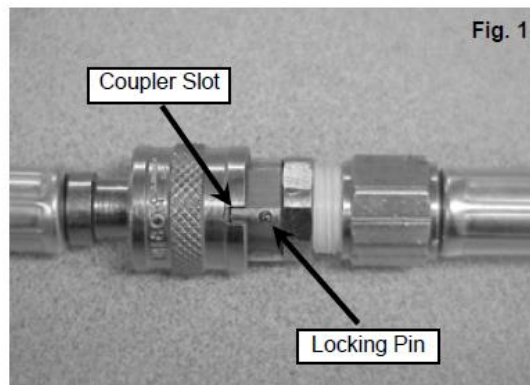
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ATF Exchange-Cooler Line Service (CONNECTING TO THE COOLER LINES)

- 1) Using the supplied adapter-identification chart, locate the appropriate adapter specified for the vehicle. Attach the dripless-coupler assembly to the adapter. The couplers are equipped with a safety lock that will prevent the couplers from disconnecting accidentally. In order to unlock the couplers, the slot in the sleeve must be aligned with the locking pin. (See Fig 1)

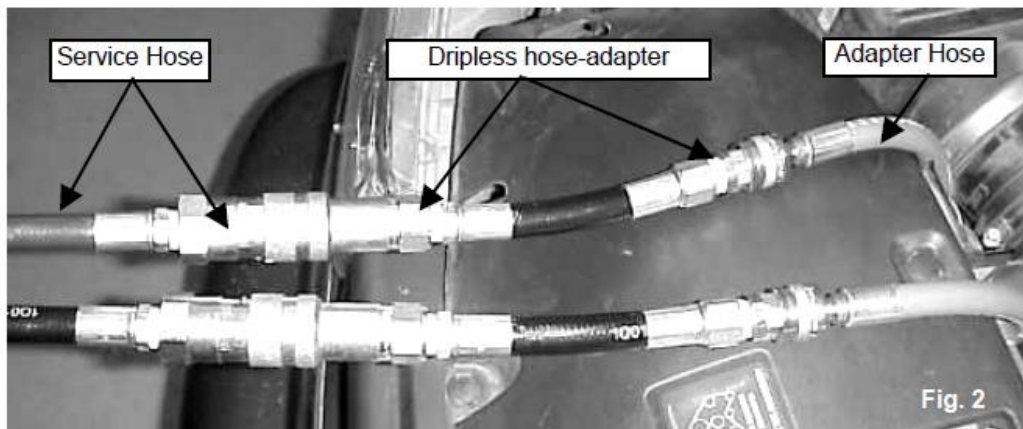


Notes: Transmission-cooler lines can commonly be found on the radiator. Before removing any fittings, follow the path of the line, verifying that it ends at the transmission. In some cases, it may be more convenient to remove hoses that are attached to the fitting instead of removing a fitting from the radiator. If you are not able to locate the cooler lines under the hood, it may be necessary to place the vehicle on a lift to access the transmission-cooler lines from under the vehicle.

- 2) With the vehicle's engine off, locate the most convenient access to the transmission-cooler lines and attach the Dripless adapter/coupler assembly to the cooler lines.

Note: when connecting the couplers, always lock them by turning the sleeve after connection.

- 3) Connect the red and black service hoses to the dripless hose-adapters. (See Fig 2)



- 4) Start the vehicle's engine and check for leaks. If you find any leaks, turn the vehicle off immediately, verify that the Correct adapter is being used, or secure the fitting and restart the engine.

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Note: The fluid will be traveling from the vehicle through the machine and back to the vehicle; this flow pattern is called the "Loop Mode."

- 5) With the engine running, fluid will pass through the ATF-Exchanger machine. The machine will indicate if the fluid is flowing in the correct direction by showing an arrow on the LCD display. If the machine detects the fluid flowing in the wrong direction, the LCD will advise of this and the hoses will need to be interchanged. Turn the engine off. Disconnect the service hoses from the dripless hose-adapter assemblies and interchange the two hoses.

NOTE: Avoid spillage of hot fluid by disconnecting the service hoses at the larger dripless couplers. Disconnection at the smaller adapter couplers can cause fluid to leak.

- 6) Add ATF Supplement, if using one, through the transmission fill tube or, if the exchanger has an optional on-board dispenser, by filling the bottle and pressing the two buttons until the liquid in the bottle is depleted.

Note: certain vehicles do not have a fill tube, check manufacturer's recommendations.

- 7) With engine running and parking brake set, press brake pedal firmly. Slowly shift through all transmission gears for approximately 2 minutes, then allow the ATF Cleaner to circulate through the vehicle for an additional 3-5 minutes.

ATF EXCHANGE-SERVICE PROCEDURE

ATF Exchange-Cooler Line Service

- 1) The arrow on the LCD display should be on. This indicates that fluid is flowing through the machine in the correct direction ---follow the prompts on the LCD display to start the service.

Note: certain vehicles require 1500 RPM to flow transmission fluid.

Note: If this is a known low flow vehicle and there is no flow, the screen will prompt "Is this a low flow vehicle?" Press "Yes" and the Exchanger will attempt to pump new fluid and get the flow going even though it is not detecting flow. It will make three attempts .

- 2) The service will continue until the new tank is depleted (except for the last 3 qts. which are reserved for Top-Off) or the "Used-Fluid" tank becomes full (see note below). The "Service-Complete" message will show on the display. Once the ATF Exchanger has completed the service, the exchanger will revert back to Loop Mode.
- 3) Check the fluid level per manufacturer's procedure. If the fluid level is low, push the "Top-Off" button for 10-15 seconds. Recheck the fluid level and repeat step if needed. If the fluid level is too high, press the "Drain-Trans-Pan" button for 10-15 seconds. Recheck the fluid level and repeat step if needed.

Note: adjust fluid level to slightly below "full" to allow space for a supplement, if you are using one.

- 4) After the fluid level has been adjusted, turn the engine off. Add ATF Supplement through the transmission fill tube or, if the exchanger has an optional dispenser on the side, pour into dispenser and push the two buttons until liquid has been drained from the bottle
- 5) Remove the adapters and the power cord from the vehicle and reattach the cooler lines. Start the vehicle and check for leaks at the cooler lines. The service is now complete.

Note: if at any time during the service, the "Drain Used Fluid Tank" message appears on the display, the "Used-Fluid" tank is full. The machine will automatically go into the "Loop Mode." There are two options to empty the "Used- Fluid" Tanks. Follow the "Drain-Used-Fluid Procedure" below.

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ATF-Exchange Dipstick Service

- 1) Connect the "Dipstick Service" adapter, part number 94777, (Fig 3) to the red and black service hoses. On newer machines the tube that goes into the dipstick is clear, and there are two choices, a red tipped one (1/4") and a green tipped one (5/16")



Fig 3

- 2) Remove the vehicle's transmission dipstick, and add ATF Cleaner through the transmission fill tube or, if the exchanger has the optional on board dispenser on the side, by pressing the two buttons when prompted by the LCD screen.
- 3) With engine running and parking brake set; press brake pedal firmly. Slowly shift through all transmission gears for Approximately 2 minutes, then allow the ATF Cleaner to circulate through the vehicle for an additional 5 minutes. Turn the Engine OFF before continuing.
- 4) Following the prompts on the screen, choose either the thinner red ended adapter or the thicker green ended adapter. Connect it to the quick coupler and insert the "Dipstick" service adapter into Transmission fill tube, ensuring it has hit the bottom of the transmission pan.

NOTE: It is critical that the Dipstick service adapter hit the bottom of the transmission pan before starting service, if the adapter is not inserted correctly over filling of the transmission can happen causing damage to the transmission.

- 5) Press the "START" button to begin the pre-flush service. The screen will show that the (Trans pan) Drain & Fill is in progress. **Do Not** start the engine until prompted by the machine. Following the prompts on the screen, check the ATF level of the transmission and adjust the level as necessary by pressing "Top Off" to add fluid or "Drains trans pan" to remove fluid, until the correct level is reached. After adjusting, follow the screen prompts and start the vehicle's engine.

NOTE: In Dipstick mode, the exchanger is designed to operate with ATF fluid at 140 – 150 F. If the liquid is cold instead, it is normal for the exchanger to overfill and the excess fluid must be removed.

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- 6) The service will continue until the liquid in the New Fluid tank is depleted (except for 3 qts. reserved for Top-Off) or until the “Used-Fluid” tank becomes full. If the used-fluid tank becomes full during the service, the service will stop and you will be prompted on the LCD display to drain the used-fluid tank (see procedure below). The “Service Complete” message will show on the display once the new fluid tank is empty (except for 3 qts. reserved for Top-Off)

- 7) Check the fluid level per manufacturer’s recommended procedure. If the fluid level is low, reinsert the Dipstick adapter and push the “Top-Off” button for 10-15 seconds. Recheck the fluid level and repeat step if needed. If the fluid level is too high, press the “Drain-Trans-Pan” button for 10-15 seconds. Recheck the fluid level and repeat step if needed.
NOTE: In Dipstick mode, the exchanger is designed to operate with ATF fluid at 140 – 150 F. If the liquid is cold instead, it is normal for the exchanger to overflow at this point in the service and the excess fluid must be removed
Note: Adjust fluid level to slightly below “full” to allow space for a supplement, if using one

- 8) Add ATF Supplement through the transmission fill tube, or, if the exchanger has the optional dispenser on the side, pour into bottle and press the two buttons until the liquid is drained .

- 9) The service is now complete.

DRAINING THE “USED-FLUID-TANK” PROCEDURES

- 1) **Remove the “Used-Fluid” tank:** Disconnect the hoses and the wire connector from the tank. This is done by Pressing the button on the coupler located at the top of the tank and removing the hose fitting attached to it. Then disconnect the wire connector leading from the machine to the tank. Empty the tank into a suitable receptacle or Waste-oil container.
NOTE This method is NOT recommended because there is the danger that the hose fitting that connects to the tank cap and/or the electrical connector from the tank’s float will not be properly re-engaged, making the exchanger inoperative.

- 2) Use the ATF-Exchanger’s internal pump to remove fluid: Turn off the engine, remove the service hoses from the Dripless-coupler and attach the open-ended hose adapter to the black service hose. Insert the black service hose into a suitable receptacle or waste-oil container. Activate the “Drain-Used-Fluid” switch until the “Used-Fluid” tank is emptied.
NOTE This is the recommended method as there is no need to disconnect the hose fitting that connects to the tank cap and the electrical connector from the tank’s float and, therefore, no risk of not re-engaging these properly and making the exchanger inoperative