

ATF-Exchanger-Service Procedures

Part # 94500/95500

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.

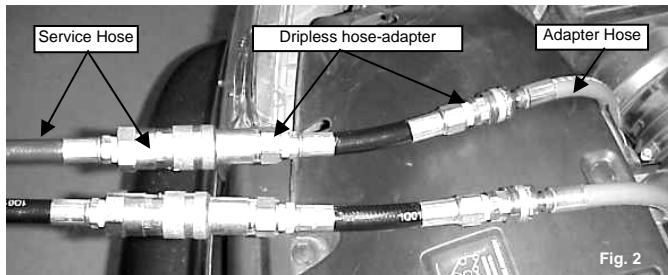
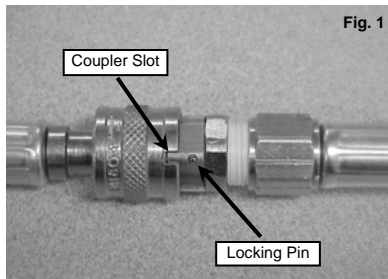
PREPARING FOR SERVICE

- 1) Using the **Automatic Transmission/Drive Line Specification Manual** (part # 74801), add the desired amount and type of ATF (Automatic-Transmission Fluid) into the "New-Fluid" tank of the ATF-Exchanger Machine. *Note: Some manufacturers will indicate on the transmission dipstick the recommended fluid type to be used.*
- 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. The "No-Flow" light should come on.
- 3) 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.

CONNECTING TO THE VEHICLE'S 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 (see fig. 2). *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. *Note: The fluid will be traveling from the vehicle through the machine and back to the vehicle; this flow pattern is called a "Loop Mode."*

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CONNECTING TO THE VEHICLE'S COOLER LINES (Continued)

- 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 lighting the "Start-Service" light for the service to begin. If the "No-Flow" light remains on after the flow-indicator has started, 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.
WARNING: 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. Restart the engine.
- 6) Add ATF Cleaner through the transmission fill tube. *Note: certain vehicles do not have a fill tube, check manufacturers 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

Option A: Fluid - Exchange Process with Filter Change (Drop-the-pan Service)

- 1) The "Start-Service" light should be on. This indicates that fluid is flowing through the machine in the correct direction. *Note: as a secondary indicator, the flow-indicator should be turning clockwise.*
- 2) Press the "Drain-Trans-Pan" button until air bubbles are seen in the flow-indicator and then immediately turn off the engine.

Warning: Allowing the engine to run for an extended period of time (3-5 minutes) after the fluid has been drained can result in damage to the transmission.

- 3) Remove the transmission oil pan per manufacturer's specifications. Remove and replace or clean the transmission filter per manufacturer's specification.
- 4) Reinstall the transmission oil pan per manufacturer's specifications.
- 5) Using the Used-Fluid-tank-level indicator as a guide, determine how much fluid was removed. Hold down the "Top-Off" button until the New-Fluid-tank level indicates you have replaced the removed fluid.
- 6) Start the engine and allow run to for one minute. Check the fluid level and proceed to Option B- ATF Exchange Process- Standard.

Option B: ATF-Exchange Process- Standard

- 1) The "Start-Service" light should be on. This indicates that fluid is flowing through the machine in the correct direction. Push the "Service-Button." *Note: certain vehicles require 1500 RPM to flow transmission fluid.*
- 2) The service will continue until completed or the "Used-Fluid" tank becomes full (see note below). The "Service-Complete" light will come on. The ATF Exchanger has completed the service and the machine is now in Loop Mode.
- 3) Check the fluid level per manufacturer's procedure. If the fluid level is too low, push the "Top-Off" button on 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 the supplement.** Add ATF Supplement through the transmission fill tube.
- 4) After the fluid level has been adjusted, turn the engine off. 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" light comes on, 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."

DRAINING THE "USED-FLUID-TANK" PROCEDURES

Either:

- 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 onto a suitable receptacle or waste-oil container.

Or:

- 2) **Use the ATF-Exchanger 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.