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INSTALLATION MANUAL

AEROFLOW PERFORMANCE

TRANSMISSION OIL COOLER KIT

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

Item list included in this kit:

- 1 x Oil Cooler
- 1 x 1.6 metre length of 500 Series Aeroflow Performance Push Lock Hose
- 4 x EFI hose clamps
- 4 x Mounting rods
- 4 x Mounting rod locking tabs
- 8 x Adhesive cushion pads
- 4 x Self tapping mounting screws with locking washers
- 4 x 1/4" UNC mounting bolts with spring washers, flat washers and nuts
- 4 x Universal mounting brackets (Length = 175mm, Width = 23mm)
- 1 x Brass 5/8"-18 female inverted seat to 3/8" barb
- 1 x Brass 5/8"-18 male inverted seat to 3/8" barb
- 1 x Brass 1/2"-20 female inverted seat to 3/8" barb
- 1 x Brass 1/2"-20 male inverted seat to 3/8" barb
- 1 x Hose size guide tool

For more information or technical enquires

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INTRODUCTION

Congratulations on your purchase of Aeroflow Performance universal transmission oil cooler. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

The Aeroflow Performance transmission oil cooler is designed to cool the automatic transmission oil during sustained high-speed driving, pulling heavy loads, racing or any other torque converter stress. The cooler will guard against excessive overheating, but will not overcool the transmission in winter weather.

This product is designed for universal applications. It is anodised in a black finish. Both inlet and outlet ports are male 3/8" (9.52mm) barbs.

The dimensions of this oil cooler are:

Length - 278mm (10.94")

Depth - 40mm (1.57")

Height - 182mm (7.16").

This oil cooler is a stack plate cooler and features 22 rows that are fully brazed on all contact surfaces inside and outside. Furthermore, they have also had a brazed seam that can withstand vibrations and pulsations in all types of applications. This Aeroflow Performance cooler will help protect your transmission and transmission oil from overheating but it cannot correct a faulty or worn transmission.

When mounting this product ensure to clean out inside of the cooler and that it is free of any aluminium chips or burrs that could become dislodged in operation. We recommend the use of the mounting kit that is included when using any transmission cooler. This will provide a solid and stable mounting platform to secure the cooler in place when in use.

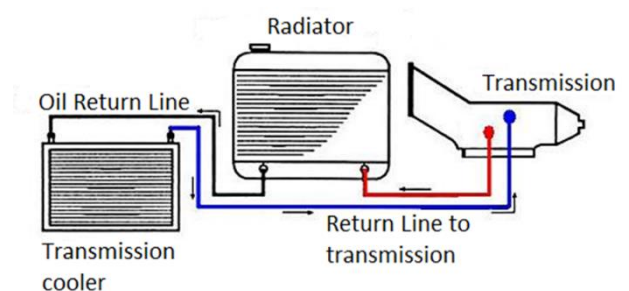
When selecting the best location for the oil cooler.

- I. Make sure the oil cooler has sufficient ground clearance to avoid anything that could piece the oil cooler from road debris or road surface contact.
- II. This cooler relies on air flow for heat transfer and requires a location which will receive maximum air flow.
- III. If mounting in front of radiator or condenser care should be taken to mount the cooler at least ¼", the mounting should be rigid and should never allow the cooler to contact either the radiator or condenser.
- IV. Ensure the transmission cooler has a clear path for air to flow through cooler itself to allow the cooler to correctly function. If this is not possible add a fan to do the job or purchase the Aeroflow Performance competition oil cooler (AF72-6000, AF72-6001)
- V. The oil cooler can be mounted vertically and horizontally for your convenience. Also, oil may flow in and out in either of the ports.
- VI. Always utilizing all mounting points when mounting this oil cooler to ensure it does not dislodge during use.

Before Installation of this transmission cooler is done it is recommended to identify the transmission oil flow direction from OEM to allow the system to operate at maximum efficiency.

One method is outlined below:

1. Place a container under the transmission oil line and disconnect the oil line at the radiator.
2. Place a short piece of rubber hose over the top of the radiator hose barb or fitting.
3. Place this rubber hose into the container and start the engine and let it run at idle.
4. Determine which line the oil is coming from.
5. Stop the engine immediately.
6. If the oil came from the radiator during the test, the line is disconnected is the return line.

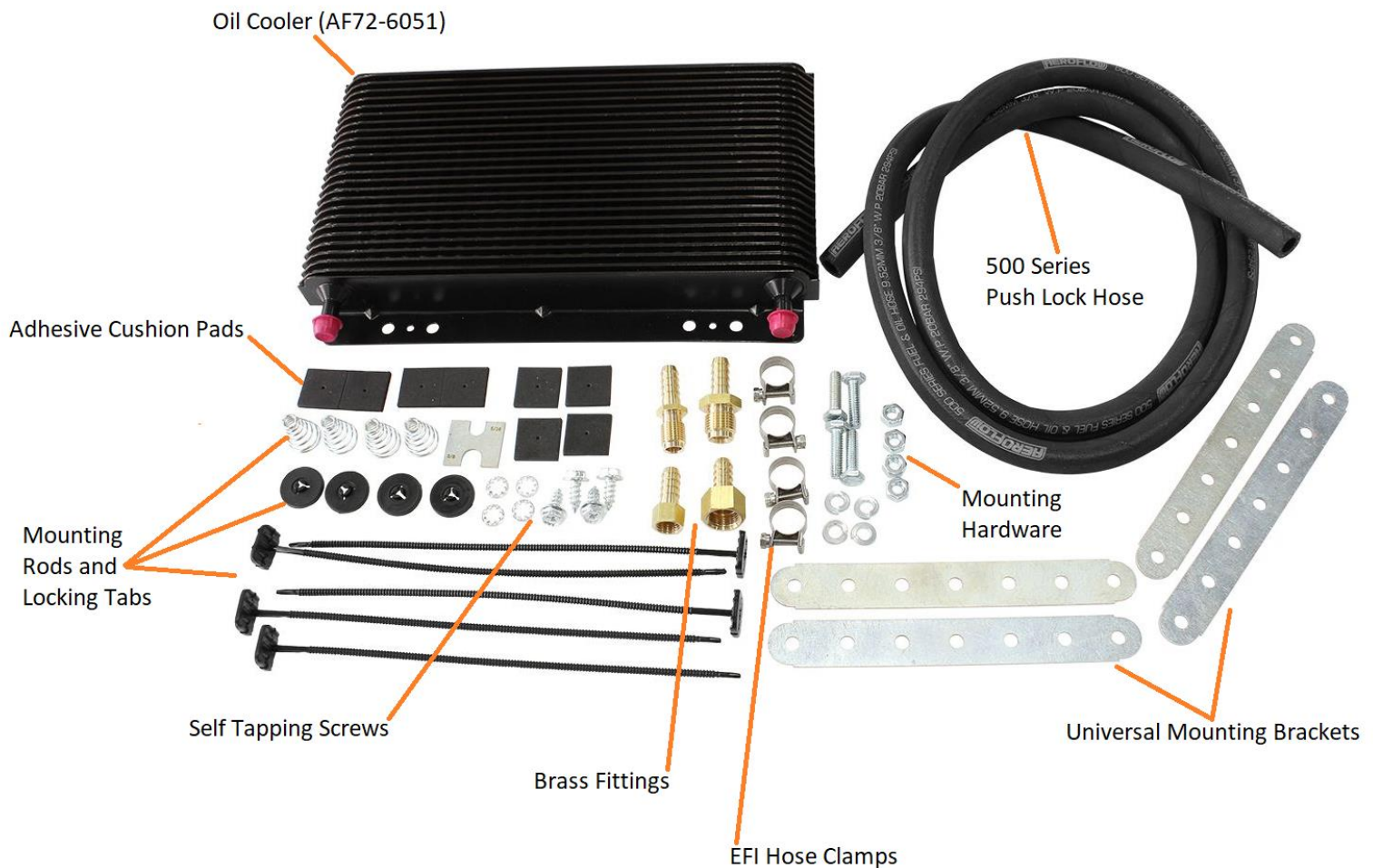


INSTALLATION

1. Decide on the best mounting position for your transmission oil cooler.
2. Attach the adhesive cushion pads to the cooler mounting flanges. Hold the cooler in position with the pads between the mounting surfaces. This will protect the cooler against damage from vibration etc.
3. Insert the mounting rods through the mounting surfaces and through the mounting holes on the flange of the transmission cooler. Install the locking tabs onto the mounting rod. Push the locking tab up the cooler flange and cut off excess mounting rod. Repeat for the remaining mounting rods. It is recommended to use all mounting rods to secure this transmission cooler.
4. Determine the return line from the OEM cooler. Remove the fitting from the radiator and install the brass fitting that is required for you application.
5. Place the EFI hose clamp supplied over the supplied transmission rubber hose. Place the rubber hose of the barbed end of the radiator connector brass fitting. Tighten the hose clamp to squeeze down the rubber hose.
6. Route the hose from the radiator to the transmission cooler. Cut to length. Install the EFI hose clamp over the cut end of the rubber hose. Place the rubber hose on the barbed end of the oil cooler and tighten the hose clamp.
7. Route the remaining hose from the other fitting on the transmission cooler to the cooler line disconnected from the transmission. Ensure to use the correct brass fitting for your application and use the supplied EFI hose clamps.

When installation is complete, test procedure as follows:

1. Start engine; immediately check for transmission oil leaks.
2. Add oil as necessary, but do not overfill.
3. Restart the engine and allow the vehicle to idle for 10 minutes
4. Recheck for leaks.



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