

MOTORVAC
TECHNOLOGIES INC.

TRANSTECH II
Transmission Service System

User Manual

A

TRANSTECH IIA
P/N 200-8223
Rev N/C 1999

Table of Contents

Introduction	iii
Overview	v
System Features and Functions	1-1
Control Panel Features and Functions	1-2
Left View	1-3
Right View	1-4
Theory of Operation	1-5
Safety Information	2-1
Before You Begin	3-1
First Time Operation	3-1
Transmission Service Procedure	4-1
Troubleshooting and Additional Help	5-1
Appendix A - Maintenance	A-1
Maintenance Procedures	A-1
Cleaning the Unit's Filter Screen	A-1
Maintenance Record	A-3
Appendix B - System Accessories	B-1
Adapter Kit	B-1
Appendix C - Parts	C-1
External Parts	C-1
Ordering Parts	C-1

Introduction

Congratulations on your selection of the TRANSTECH II Transmission Service System. By choosing this product, you are acquiring the most technologically advanced method available for automatic transmission service and fluid exchange.

The TRANSTECH II System is a self-contained system, designed to connect to any automatic transmission through its cooling system. Once the unit is connected, it can be used to drain the fluid from the vehicle's transmission for filter replacement and/or to completely exchange the transmission fluid with new fluid, without removing the vehicle's transmission fluid pan.

With the engine idling, the unit will receive the used fluid expelled by the vehicle's transmission fluid pump through one of the hoses connected to the transmission cooling system, and supplies new fluid through the second hose connected to the other side of the disconnected transmission cooling line.

It is recommended that a vehicle's transmission lubrication system be serviced every 15,000 miles (or according to the vehicle owner's manual) to obtain the highest lubricant protection, to reduce friction from internal transmission components, and thus increase the efficiency and life span of the transmission to its maximum.

Please study this Operators Manual to become thoroughly familiar with the TRANSTECH II Transmission Service System.

IMPORTANT

**The TRANSTECH II Transmission Service System is designed to work
EXCLUSIVELY
with Automatic Transmission Fluid.**

**Use of any chemical during this process may cause operational failure of the
TRANSTECH II System and voids the manufacturer's warranty.
See warranty card for details.**

Overview

This manual contains all the information you need to use the TRANSTECH II System. Please make sure all technicians using the unit read this manual and have it within easy reach whenever the unit is being used.

The following is a quick reference to the information in this manual:

System Features and Functions

This chapter describes the TRANSTECH II Transmission Service System's Switches, Lights and Connections.

Safety Information

Adhere to the safety guidelines in this chapter at all times!

Before You Begin

Follow the instructions in this chapter before using the unit for the first time.

Service Procedure

This chapter contains step-by-step setup and service procedure for using the unit to drain the vehicle's transmission oil pan and/ or to exchange the fluid completely.

Troubleshooting and Additional Help

Turn to this chapter in the unlikely event you have problems with your TRANSTECH II System or need additional help.

Appendices - Maintenance, Accessories, and Parts

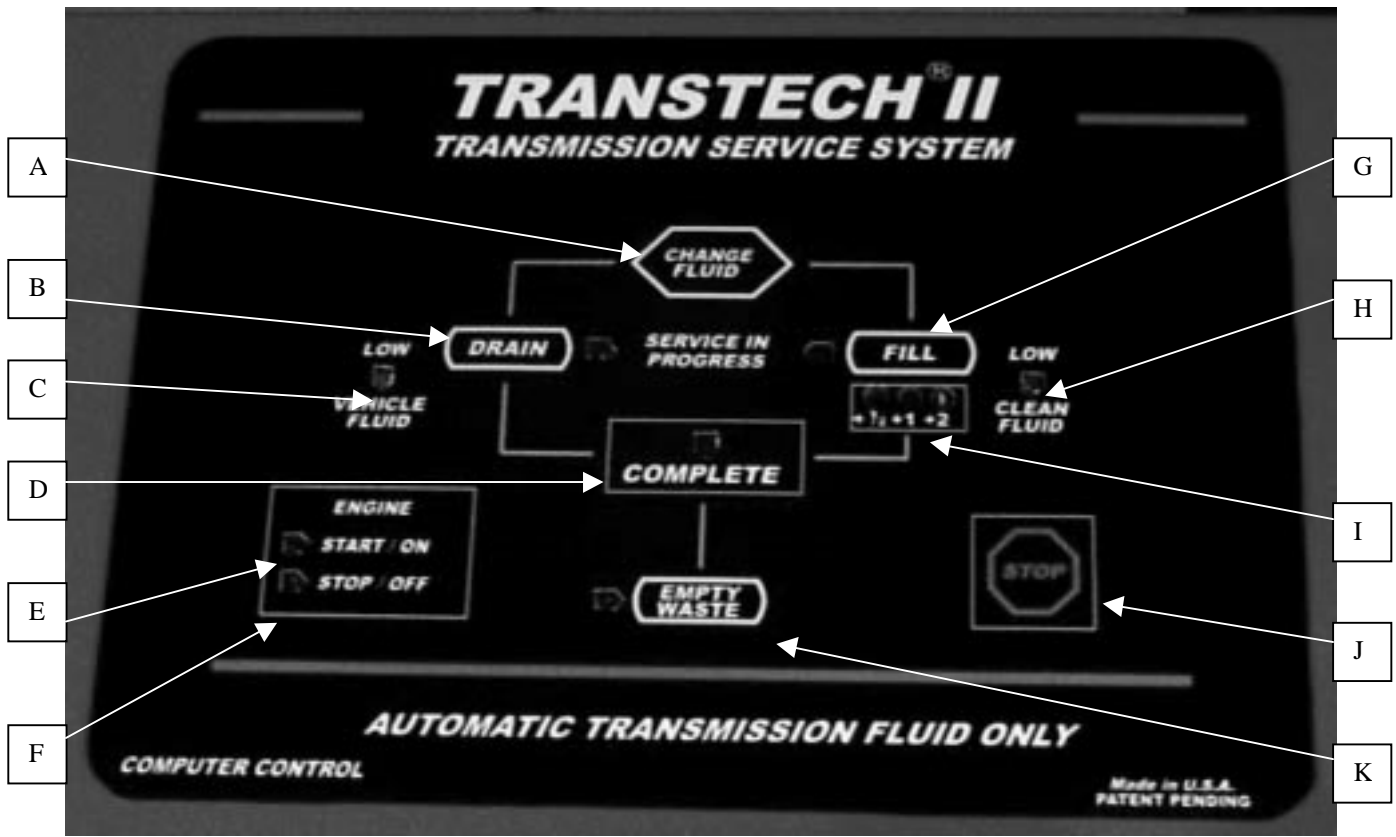
The appendices contain routine maintenance procedures for the TRANSTECH II System, such as changing the filter screen, lists of available accessories, replacement parts, and the Material Safety Data Sheet.

System Features and Functions

The front of the TRANSTECH II cabinet contains the control panel, the fluid fill neck for adding new transmission fluid, and the fluid level windows.

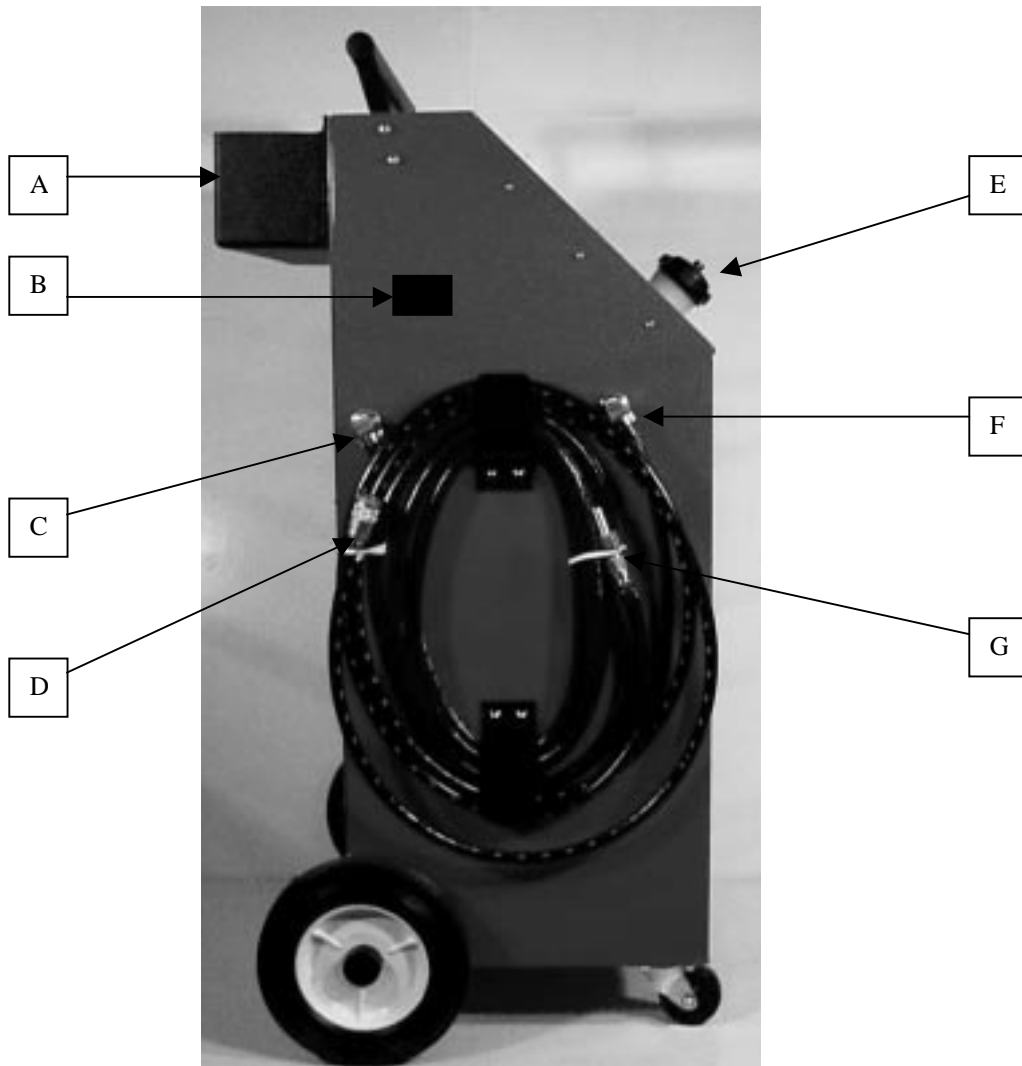


Front View - Control Panel Features and Functions



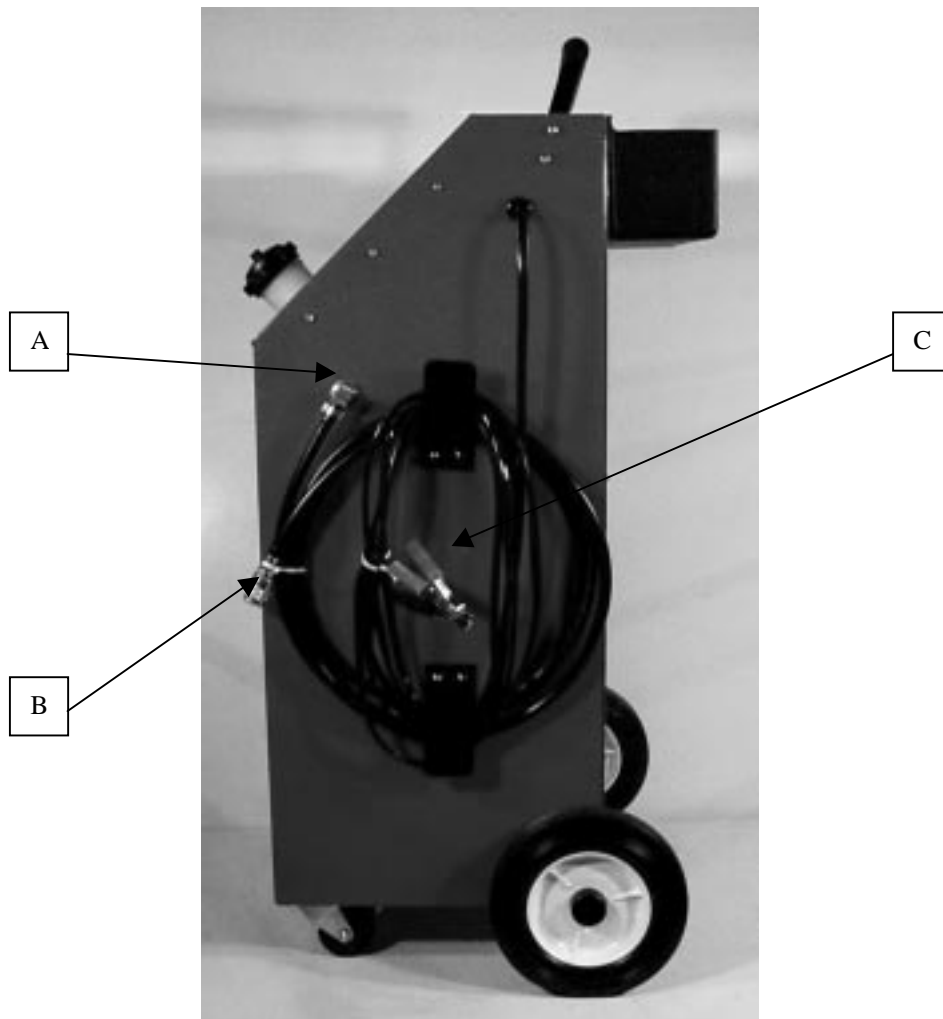
- | | | |
|-----------|--|--|
| A. | Change Fluid | Starts exchanging used fluid for new fluid -Service in progress mode |
| B. | Drain | Drains fluid from vehicle's transmission, an alarm will sound when the transmission is empty. |
| C. | Low Vehicle Fluid | Illuminates when fluid from the vehicle in service is empty or too low. |
| D. | Complete | Illuminates when service is terminated. When new fluid is empty or the stop button has been pressed |
| E. | Engine - Start/On | Flashes when the vehicle's engine needs to be started,
Is illuminated constant when the vehicle's engine is running. |
| F. | Engine – Stop/Off | Flashes when the vehicle's engine needs to be stopped,
Is illuminated constant when the vehicle's engine is OFF. |
| G. | Fill | Adds fluid to the transmission . See page 1-5 for more information. |
| H. | Low Clean Fluid | Illuminates when clean fluid in the machine is empty. |
| I. | Fill- Additional fluid count lights | Illuminates according to the amount of extra fluid that will be added.
See page 1-6 (this section) for more information |
| J. | Stop | Stops alarm if alarm is sounding .
Stops pump if alarm is not sounding. |
| K | Empty Waste | Empties used fluid from machine's waste tank. |

Left View



- | | | |
|-----------|-------------------------------|--|
| A. | Adapter Tray | Stores machine's service adapters |
| B. | Serial plate. | Identifies the unit's model and specific manufacturer's production number |
| C. | Disposal hose | Is inserted into the shop's fluid recycling container or into a suitable container for proper disposal of used transmission fluid. |
| D. | Quick Coupler | Secures the unit's output/return hose connection to the adapter connected to the vehicle's transmission 's cooling system. |
| E. | Fill neck | Access port to add new transmission fluid to unit's tank |
| F. | Output/return Hose | Connects to the transmission through it's cooling system. |
| G. | Drain hose check Valve | Prevents excessive drainage from drain hose, opens automatically When unit is in use. |

Right View



- A. **Output/Return Hose** Connects to the transmission's cooling system.
- B. **Quick Coupler** Secures the unit's output/return hose connection to the adapter connected to the vehicle's transmission's cooling system.
- C. **Battery Cables** Positive (red) and negative (black) battery connections.

Theory of Operations

Detailed descriptions of the various operations, control buttons, and indicators that make up the control panel are listed below.

OFF MODE:

- When the unit is connected to power, an alarm will sound indicating power-up. Fluid will be re-circulated to the vehicle's transmission.
- When the vehicle is started, the unit will sound an alarm indicating that fluid and pressure from the vehicle have reached the machine and it is ready for service.

CHANGE FLUID:

- **If pressed before draining the transmission pan (at beginning of service)**, the unit will automatically rout the used fluid from the vehicle's transmission into the unit's WASTE tank, and supply an equal amount of new fluid from the unit's CLEAN fluid tank to the vehicle.
- **If pressed after the transmission fluid was drained using the DRAIN button**, the machine will add to the transmission the equal amount of fluid collected during the drain mode, plus the amount entered manually using the FILL button (see FILL section), once this amount is added to the transmission, an alarm will sound and the ENGINE START light will flash. At this time the technician should start the engine. Once started, the machine will automatically rout the used fluid to the WASTE tank and supply new fluid into the vehicle's transmission.

Note: Fluid level in the transmission may vary during service. Level will be adjusted automatically at end of service.

DRAIN:

- **If pressed at beginning of service**, fluid will be drained from the vehicle's transmission into the machine's WASTE tank until fluid is depleted from the transmission pan. An alarm and ENGINE STOP light will be activated when the transmission fluid pan is empty.
- The machine's computer will account for the amount of fluid collected in the WASTE tank during the DRAIN mode.
- **If pressed after service**, (The COMPLETE light is lit), fluid will drain only as long as the button is pressed, flow will stop when the button is released.

FILL:

- **If pressed at beginning of service**, for every time pressed the unit count ½ of a quart, a light will turn ON to indicate the amount entered (see chart in this section). The unit will automatically add the amount of fluid indicated to the overall fluid level of the transmission.

EXAMPLE: When the technician checks the transmission's fluid level before beginning the service, and the level in the transmission is ½ of a quart low, the FILL button should be pressed once. The light above the ½ qt. indicator will light. This amount of fluid will automatically be added to the transmission during the service. The alternative action would be for the technician to add the correct amount of fluid manually to the transmission, before starting the service.

- **If pressed after DRAIN mode**, the unit will add the amount of fluid entered according to the lights that are lighted under the FILL button (see chart in this section).

EXAMPLE: When the transmission fluid pan is to be removed, the technician will press the DRAIN button, the unit will empty fluid until the filter cannot pull any from the pan. Once the pan is removed there will be some fluid left at the bottom of the pan, this fluid is emptied manually into the shop's recycling container. When this happens, the machine will not account for the fluid that was removed manually. The technician should calculate the amount of fluid removed manually, then press the FILL button according to the amount calculated.

- **If pressed when the COMPLETE light is ON, but the LOW CLEAN FLUID light is OFF**, First press, the pump will run continuously. Second press, ½ qt. light will turn on, the unit will add half of a quart and stop automatically. Press three times, the 1 qt light will turn on and the unit will add one full quart and stop automatically etc.,. See chart below.

FILL- ADDITIONAL FLUID COUNT LIGHTS:

First light on = 1/2 qt.

Second light on = 1 qt.

First and second lights on = 1 ½ qts.

Third light on = 2 qts.

Third and first lights on = 2 ½ qts.

Third and second lights on = 3 qts.

All lights on = 3 ½ qts. Maximum fluid added automatically.

Pressing the Fill button once more will turn all lights off.

LOW CLEAN FLUID:

- The light will be on when the CLEAN FLUID tank is empty.

COMPLETE:

- The COMPLETE light will turn on when clean fluid tank is empty or the STOP button is pressed. The unit will automatically revert to re-circulating mode.

ENGINE START/ON:

- The light will flash if the engine needs to be started to continue
- The light will be on constantly when the engine is running or if the machine's system is pressurized over 4 psi.

ENGINE STOP/OFF:

- The light will flash if the engine needs to be stopped/turned off.
- The light will be on constantly when the engine is not running.

EMPTY WASTE:

The light will be on when the waste fluid is at/or over 4 quarts in the WASTE tank. The unit will not run unless the level in the waste tank is less than $\frac{1}{4}$ full (approximately 4 qts.).

STOP:

- Will turn off an alarm without stopping the machine when an alarm sounds during the CHANGE FLUID mode.
- Will stop the pump and revert the system to recirculating mode.

NOTE: If the unit needs to be stopped completely while an alarm is sounding, press the STOP button TWICE. The first press will stop the alarm and the second press will stop the pump.

Safety Information and Precautions

/!\ DANGER

Vehicle exhaust gases contain Carbon Monoxide, which is a colorless and odorless lethal gas.

Only run engines in well-ventilated areas and avoid breathing exhaust gases.

Extended breathing of exhaust gases will cause serious injury or death.

/!\ WARNING

Exhaust gases, moving parts, hot surfaces are present during and after the vehicle's engine is running.

Read and understand the operator's manual before using the TRANSTECH Service system.

When using petroleum products always refer to the MSDS sheets and manufacturer's instructions for the proper procedure to handle emergency medical treatment, cleanup, handling, and storage requirements.

Improper use of the TRANSTECH Transmission Service System or exposure to exhaust gases can cause injury.

Spilled transmission fluid on an engine can ignite.

Avoid exposure to flames, sparks, hot engine parts, and other ignition sources.

Always keep fully charge fire extinguisher nearby. The extinguisher should have a class B rating and be suitable for gasoline, chemical, and electrical fires.

Cleanup any oil spills immediately.

Dispose of contaminated cleanup material according to governing environmental laws.

Never look directly into the air induction plenum or carburetor throat when the engine is operating.

Always verify hose connections to the transmission's oil cooler lines before starting the vehicle's engine.

Explosion or flame or exposure to flammable liquid and vapors can cause injury.

Flammable liquid (transmission fluid) can splash out of reservoir when filling or when unit is being moved.

Always keep Reservoir Cap secure except when filling reservoir.

Explosion or flame can cause injury.

Transmission cooling systems may maintain residual pressure in connection lines to and from transmission and cooler radiator even after the engine has been turned off.

Wear safety goggles.

Wear chemical resistant gloves when connecting or disconnecting fitting and adapters.

Safety Information

Chemicals can cause harmful byproducts - do not add any chemicals to TRANSTECH's reservoir tank.

Use only approved automatic transmission fluid.

Do not swallow or ingest any chemicals.

Use with adequate ventilation. Avoid breathing vapors.

Do not store chemicals in or on the machine (other than automatic transmission fluid).

Improper use of transmission fluid can cause injury.

Over exposure can have harmful effect on eyes, skin, respiratory system and possible unconsciousness and asphyxiation.

Improperly blocked vehicles can move.

Set the parking brake and chock the wheels.

Moving vehicles can cause injury.

Moving engine parts.

The engine cooling fan will cycle on and off depending on the coolant temperature and could operate without the engine running.

Wear safety goggles.

Always keep objects, clothing, and hands away from the cooling fans and engine parts.

Moving engine parts can cause injury.

Hot surfaces are present during and after running the engine.

Do not contact hot surfaces such as, manifolds, pipes, mufflers, catalytic converters, or radiators and hoses.

Hot surfaces can cause injury.

Catalytic converters become extremely hot.

Do not park a converter-equipped vehicle over dry grass, leaves, paper, or any other flammable material.

Do not touch a catalytic converter until the engine has been off for at least 45 minutes.

Catalytic converters can cause burns.

Cracked fan blade can become airborne.

Examine fan blades for cracks. If found, do not service the vehicle.

Flying objects can cause injury.

Batteries produce explosive gases and can explode.

Wear safety goggles when working on or near batteries.

Use in a well-ventilated area.

Keep sparks and flames away from the battery and never lay tools, equipment, or other conductive objects on the battery.

When tools or equipment is connected to the battery, make sure the equipment power switch is off. Connect the positive lead of the equipment to the positive lead battery first; connect the negative lead of the equipment to a solid ground point as far from the battery as possible. Keep battery acid away from skin or eyes. In case of eye contact, flush with clean water for 15 minutes and get medical attention.

Battery explosion and ignited gases can cause injury.

Before You Begin

First Time Operation

NOTE

This unit has been tested with Dextron III Automatic Transmission Fluid, and is ready for service after receiving inspection of the unit.

Remember to send in your warranty card to properly register your machine.

1. Check the output/return hoses, battery connections, and all external components for damage.
2. Attach the unit's power harness to a motor vehicle battery by connecting the red battery clip to the positive (+) battery terminal and connect the black (-) battery clip to a solid ground point as far from the battery as possible.
3. Fill the unit's reservoir with a minimum of 12 quarts (11 liters) of **new transmission fluid**.
4. Connect adapters 060-1200 & 060-1500 secure tightly with a clamp. Connect the output/return hoses together using the attached adapters.
5. Press the CHANGE FLUID button, let run for 15 seconds then press STOP. Verify that the COMPLETE light is on.
6. Press the CHANGE FLUID button once again, let unit run until fluid is between 1-2 quarts on the WASTE FLUID TANK, press STOP.
7. Insert the Disposal hose into the unit filler neck (or into a suitable container if the unit has been used to service a vehicle previously).
8. Press the EMPTY WASTE button, let unit run until it stops automatically.
9. The unit is now ready to perform a service. See service instructions for procedure.

NOTE

Steps 4-8 must be performed BEFORE first time operation and/or any time the unit's reservoir is completely drained of fluid.

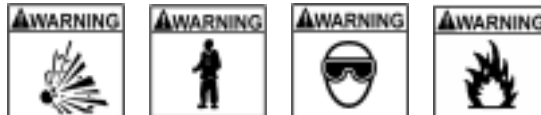
Transmission service procedure

Follow the steps below to connect the unit to the vehicle's transmission cooler lines.
Make sure the vehicle has at least 1/8 tank of fuel before beginning this process.

IMPORTANT

**Do not perform the transmission service if the vehicle's engine oil or coolant level is low.
If necessary, add motor oil and/or coolant.**

!/\ WARNING



Flammable Liquid can squirt out of pressurized lines when connecting or disconnecting.

Verify that engine and machine are both off before connecting or disconnecting cooler lines or adapters.

Wear safety goggles.

Wear chemical resistant gloves when connecting or disconnecting fittings and adapters.

**Wrap a shop towel around pressure fittings and adapters when disconnecting.
Avoid exposure to flames, sparks, hot engine parts, and other ignition sources.**

Explosion or flame or exposure to flammable liquid and vapors can cause injury.

Transmission Service Procedure

1. Add the correct amount of automatic transmission fluid into the TRANSTECH'S clean tank reservoir. See; **Approximated flush chart** after step 9.
2. Start engine, let run until it reaches operating temperature, turn engine OFF.
3. Locate and disconnect the cooler line at the easiest connection point:
 - I. At cooler line connection to radiator. Connection is usually accessible from the top corner of the radiator (could be on either top side).
 - II. At clamped rubber hose connection to transmission cooler (connections are usually accessible from the under side of the vehicle (cooler is usually in front of radiator).
 - III. At cooler line connecting to the transmission.

NOTE: Adapters can be connected to either cooler line, "from" or "to" the radiator and/or the transmission. The TRANSTECH II will adjust to flow direction when in use.

4. Install the proper adapters onto the disconnected lines. Attach the unit's output/return hoses to adapters. (either hose to either adapter)
5. Attach the unit to the vehicle's battery by connecting the unit's red battery clip to the positive (+) battery terminal and connecting the black (-) battery clip to a solid ground point as far from the battery as possible. The ENGINE START/ON light should be flashing.
6. Start the vehicle's engine. ENGINE START/ON should be ON constantly and a beep should sound (this indicates that the unit is ready for service, and knows the proper direction to run).

NOTE: Transmission's fluid will be automatically re-circulated when unit is off.

If no flow is indicated;

The start-up alarm does not sound when the engine is started, or the unit's alarm sounds intermittently and the Engine Start lights is flashing when the CHARGE FLUID is pressed.

Flow may be achieved by performing one of the following procedures (a, b, or c). Also, See troubleshooting section page 5-1 steps 2, 3 & 4 for additional formation of no flow cause.

- a) Accelerate the vehicle's engine to approximately 1,500 RPM.
- b) Verify that the vehicle's parking brake is set, then place the gear lever in neutral.
- c) Verify that the vehicle's parking brake is set, press and hold the vehicle's foot brake firmly then place the gear lever in drive.

7. Filter Change:

If the vehicle's transmission filter is to be replaced, perform the following steps before removal of the transmission oil pan. If not, go to step 8.

- a) Follow steps 1-6, press the Drain button on the unit's control panel. Let the engine run until the unit's alarm sounds the Vehicle Low Fluid and ENGINE STOP/OFF lights are flashing. This means that the transmission has emptied most of the fluid from the transmission's fluid pan. Stop engine.

CAUTION

Do not let the engine run for more than one minute after the Low Vehicle Fluid light has lit, indicating a low fluid level in the transmission. Letting the transmission run for an extended period of time without fluid can cause serious damage to internal components.

- b) Replace or clean the vehicle's transmission fluid filter and reinstall the transmission's oil pan as per shops repair manual and manufacturer's recommendations.
 - c) Note the approximate amount of fluid removed from the transmission's fluid pan after it was removed from the transmission.
 - d) Press the unit's FILL button according to approximate amount of fluid removed from the transmission's fluid pan, (step c), Press Once = ½ qt. Twice = 1 qt *Etc.*
 - e) Press CHANGE FLUID button. The unit will fill the vehicle's transmission according to the amount emptied into the unit's WASTE tank and the amount of fluid entered from step d).
 - f) Start the vehicle's engine when the alarm sounds.
8. Let unit run for one minute, press and hold the vehicle's foot brake firmly, then slowly shift the gear lever through all gear settings, then return to Park or Neutral.
9. Continue with the service until all fluid has been exchanged and the unit stops automatically.

Approximated	4 Cylinder vehicle	10-12 quarts
flush chart:	6 Cylinder vehicle	12-14 quarts
	8 Cylinder vehicle	14-16 quarts

NOTE: Quantity of fluid used per vehicle may vary depending on the condition of the fluid in the transmission of the vehicle being serviced. Trucks and Step Vans may have a

larger transmission, therefore may use more fluid than specified in this chart.

10. Let engine run for one minute, then check the transmission's fluid level.

If level is low:

- a) Press and hold the FILL button for 10-15 seconds.
- b) Re-check fluid level, repeat step "a)" if necessary.

If level is high:

- i) Press and hold the DRAIN button for 10-30 seconds.
 - ii) Re-check fluid level, repeat step " i) " if necessary.
11. Stop engine and let cool off if necessary.
 12. Disconnect hoses from TRANSTECH and connect the vehicle's cooler lines to their original connection ports.
 13. Start the engine, check cooler lines for leaks, re-tighten as necessary.
 14. Step on the foot brake firmly, then slowly shift the gear lever to Low Gear (first gear) then back to Park. Check the transmission's fluid level.

Troubleshooting and Additional Help

Refer to the list below in the unlikely event that you have problems with your **TRANSTECH II Transmission Service System**.

Problem:

- 1. Unit does not power-up, no LEDs are lighted**
- 2. Unit does not sound the start-up alarm**
- 3. The start-up alarm sounds, and an intermittent alarm sounds 30-40 seconds after pressing the Change Fluid button.**
- 4. Unit stops and alarm sounds 30 - 40 seconds after pressing the Drain button**
- 5. An intermittent alarm sounds during the Transmission Service Procedure, and the ENGINE STOP light is flashing.**
- 6. The level in the transmission is 2 qts. low after service.**
- 7. New fluid is above the 2qt. line, but the LOW CLEAN FLUID light is ON.**

Solution:

- Polarity is reversed on vehicle battery connection. Check connection to battery for a loose condition.
- No fluid/pressure is reaching the machine. See Transmission Service Procedure, page 4-2 steps a, b, and c. also see steps 3 and 4 of this page.
- Fluid flow is extremely slow, but enough to pressure the system to 4 psi.. service ports are opened when Change Fluid is pressed and pressure drops completely. Verify flow. See Transmission Service Procedure, page 4-2 steps a, b, and c. See steps 2 & 4, of this page.
- No fluid is being received in unit's WASTE tank, Check hose connections to adapters Check adapters for a kinked condition. Check vehicle's fluid flow. See: Transmission Service procedure, page 4-2 steps a, b and c. See step 2 and 3 of this page.
- The transmission fluid level is low 2 qts. press STOP button **Once**, this will stop the alarm, but not the unit's pump. Check transmission fluid level, stop engine if fluid is low enough that the dipstick does not reach to measure fluid. The unit will sound an alarm when fluid has reached the proper level, start engine and proceed with service. Check hose connections to adapters for proper connection, check adapters and hoses for a kinked condition.
- The low level switch from the WASTE tank may have become disconnected previous to starting the service. Insert unit's Drain Hose into a waste oil recycling container. Press DRAIN WASTE button. Verify that the pump stops automatically and that fluid level is still visible through the visual level window. If not, remove unit's back panel and check waste tank level switch wire connections.
- The low level switch on the new fluid tank has become disconnected. Remove unit's back panel and check the clean tank level switch wire connections.

8. The unit performs poorly.

Check all hoses and wires for cuts or frays.
Check cabinet for dents or impact markings.
Verify that the filter screen has recently been cleaned. (Refer to the maintenance log in **Appendix A** to view dates of services performed.)

ADDITIONAL HELP

Please verify that items 1-6 above have been reviewed before calling for additional assistance.

In the unlikely event that problems persist with the unit call Technical Support, have your model and serial numbers available before you call. Remember to send in your warranty card.

**in the U.S.
(714) 558-4822
(800) 288-3161**

**INTERNATIONAL:
YOUR LOCAL
DISTRIBUTOR**

Appendix A - Maintenance

Maintenance Procedures

The following maintenance procedures should be performed on a routine basis:

1. Carefully clean the exterior with a soft cloth to keep the cabinet looking new. Check the cabinet for dents or impact markings, if found, inspect for damaged components.
2. Check all hoses and wires for cuts or frays.
3. Clean the unit's filter screens after every 100 services or 6 months, whichever comes first. See the next section for procedure.

Cleaning The Unit's Filter

1. Disconnect power harness from any power source.
2. Remove the unit's back panel.
3. Locate the ½" hose leading from the filter (top of either clean tank or waste tank front lower corner of the tank) to the bottom fitting of the pump.
4. Remove the hose from the fitting on the pump.

NOTE: If pump is equipped with a "Press-on" fitting (output side of pump), follow the next steps. The connection is composed of two parts, a nipple and an elbow.

- a) Press and hold the elbow into the nipple to release the compression ring.
 - b) With the elbow pushed in, press the ring into the fitting, then pull elbow out of the nipple.
 - c) Repeat steps a) & b) for hose side (if necessary). Note the section of hose inserted into the fitting as it is removed.
 - d) Install hose in reverse order as it was removed. Verify that the hose is inserted into the fitting the same distance as the hose removed.
2. Carefully, press on the hose downward and pull filter away from the tank (filter is composed of two parts interlocked to each other with tabs).

Appendix A - Maintenance

3. Once the filter is separated, pull the hose and filter out of the machine.
4. Use a fine pick (or a pin bent to a hook configuration), insert it into the filter screen and pull screen outward. Clean or replace screen as necessary
5. Assemble in reverse order as removed.
6. Enter initials, date, and a check mark in the appropriate boxes of the Maintenance Record at the end of this chapter.

Maintenance Record

Use the following table to keep a record of maintenance performed on the unit.

Initial/Date	DRAIN FLUID TANKS ✓	CLEANED FILTERS ✓	CLEAN EXT. CABINET ✓	CHECK HOSES AND WIRES ✓	OTHER ✓
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					

Initial/Date	DRAIN FLUID RESERVOIR ✓	CLEANED FILTER ✓	CLEAN EXT. CABINET ✓	CHECK HOSES AND WIRES ✓	OTHER ✓
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					
/					

Standard Adapter Kit

The most commonly used application are listed below; however, other applications may apply.

Adapter Number	Qty.	Description	General Application
060-1000	1	1/4" Male end bump tube	Most Asian vehicles
060-1100	1	5/16" Male end bump tube	Most Asian vehicles
060-1200	1	3/8" Male end bump tube	Most Asian vehicles
060-1300	1	1/4" Open end hose	Most Asian vehicles
060-1400	1	5/16 Open end hose	Most Asian vehicles
060-1500	1	3/8 Open end hose	Most Asian vehicles
060-1700	1	5/16 Male Flared tube w/nut	Most GM vehicles
060-1800	1	3/8 Male Flared tube w/nut	Most GM. vehicles
060-3800	1	#5 - 45 Flared tube w/nut	European Vehicles w/Bosch system
060-0450	2	Hose clamp	General application
061-0605	1	Adapter Male nipple #5 X #6 45 - Flared	Use with adapters # 060-3800 & # 062-0140
062-0100	1	5/16 Male deep thread flared tube w/nut	Ford vehicles
062-0110	1	5/16 Female deep thread flared seat	Use with adapter # 062-0100
062-0120	1	3/8 Male deep thread flared tube w/nut	Ford vehicles
062-0130	1	3/8 Female deep flared seat	Use with adapter # 062-0120
062-0140	1	#6- 45 Flared tube w/nut	European vehicles w/Bosch

Appendix B - System Accessories

			systems
062-0170	1	5/16 Female flared seat	Use with adapter # 060-1700
062-0180	1	3/8 Flared female seat	Use with adapter # 060-1800
080-0592	1	Adapter, MQD X 1/4 Female Pipe thread	General application
080-0593	1	Adapter, MQD X 1/4 Male Pipe thread	General application
080-0594	1	Adapter, MQD X 3/8 Female Pipe thread	General application
080-0595	1	Adapter, MQD X 3/8 Male Pipe thread	General application

NOTE: Ford vehicles with plastic insert quick connectors; Do not remove the metal tube from the plastic insert connector.

- a. Remove the adapting piece threaded onto the radiator and the metal cooler line.
- b. Thread the corresponding adapter according to size (#080-0593 or #080-0595)
- c. Connect adapter # 080-0592 or #080-0594 to the cooler line.

OR: Use 060-4200 onto radiator (from Deluxe Adapter Kit, if available).
Use 060-1400 & Clamp on cooler line, tighten securely.

Deluxe Adapter Kit

Adapter Number	Qty.	Description	General Application
060-1550	1	½" Open end hose	Chrysler V-10 and diesel models
062-2040	1	½ Male tube w/locking shoulder quick conn.	Chrysler V-10 and diesel models
060-2600	1	16mm X 1.5 Thread pitch	Mercedes Benz
060-2402	2	14 mm. Banjo fitting	
060-2740	1	14 mm. Double banjo bolt	Ford Escort
060-2741	3	14 mm. Brass washer	
060-2742	1	14 mm. Cap nut	
060-4200	1	5/16 Male tube w/locking shoulder, quick conn.	Dodge / Ford
060-4300	1	3/8 Male tube w/ locking shoulder, quick conn.	Dodge

Appendix C - Parts

External Parts for the TRANSTECH Transmission Service System

Please refer to the part numbers below when ordering parts for the unit.

<u>Part #</u>	<u>Description</u>
010-0027	Wheel
010-0026	Wheel Hub cap
010-6000	Swivel caster
010-6001	Swivel caster with break lock
010-5004	Hose bracket
010-5602	Adapter Box
010-6060	Reservoir cap
011-0031	Handle, steel
020-8043	Harness, power
020-1600	Internal Light
040-0612	Screw, Allen Head, ¼-20 x ½ (Handle)
040-0613	Screw, Phillips, stainless steel 6-32 (Rear panel)
040-0623	Screw, Allen Head, 8-32 x 5/8 (Control Panel)
040-1200	Screw 5/8 php x #6 (for adapter box)
040-2000	Flat washer #6 (for adapter box)
040-2200	Threaded Standoff (for adapter box)
050-1000	Screen filter inline ½ MPT. Pp.
050-3001	Check valve, (disposal hose)
060-5810	Cap plug (handle)
080-0230	Female Quick Disconnect Couplers, 1/4", Ni
200-8611	Output/Return hose assembly
200-8612	Disposal hose assembly
200-8223	Operators Manual
200-3100	Adapter Kit (standard)
200-3101	Adapter Kit (deluxe)

ORDERING PARTS

**Parts for the unit may be ordered by calling
Customer Service, have your model and serial
numbers available:**

**in the U.S.
(714) 558-4822
(800) 841-8810**

**INTERNATIONAL:
YOUR LOCAL
DISTRIBUTOR**