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Installation Instructions

This guide covers the following Item Numbers:
10677 and 10678

Congratulations, you have made a wise decision. Thank you for purchasing our product.

Remote Transmission Fluid Filter System

IMPORTANT! READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION.

Factory transmission filters are usually a screen type, similar to those found on the windows of a house. These do not stop the small particles that continually circulate throughout the transmission. These particles cause the valve body of your transmission to become gummed, this in turn can cause slow or double shifts, no reverse, or even the skipping of a gear. Our transmission fluid filter systems greatly extend the life of the transmission by filtering out these harmful particles. It is always best to install a new fluid filter system after servicing the transmission and installing a transmission fluid cooler system. This allows the new fluid 10,000 to 50,000 miles (15,000 to 80,000 Km) without servicing, depending on the size of the filter used and the condition of the transmission at the time of installation.

Install the hose fittings in the remote fluid filter mount. Use Teflon® tape or appropriate sealer on all tapered fittings. Maximum torque on the tapered fittings is 28 ft. lbs. (38Nm). Do not over-tighten. If installing deluxe system with temperature sending unit, install it into the third (middle) port.

Wire according to the schematic. Install the short end of the threaded nipple into the filter mount and tighten by hand until snug. Wrap a rag around the nipple and tighten with pliers. Squeeze firmly to avoid damage to the threads. (see illustration A).

When locating a place to mount the fluid filter mount, be sure that there is enough space for removal and replacement of the fluid filter. Attach filter mount to any position on the fender-well or frame, usually near the radiator. Apply a small amount of oil to the O-ring of a new oil filter and install onto the fluid filter mount. If possible, fill filter with appropriate fluid before installing. Tighten 1/4 to 1/2 turn after O-ring contacts fluid filter landing.

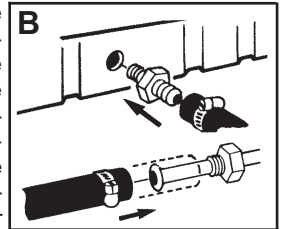
Locate the transmission fluid lines. These will be steel tubes, 5/16" or 3/8" (8mm or 10mm) in outside diameter. They can be found running from the transmission to the bottom or the side of the radiator. There is only ONE correct way to install this product. To determine the pressure (supply) line, disconnect the electrical coil wire from the coil. Disconnect BOTH transmission lines at the radiator, not the transmission. Place a plastic bag over the ends of each line, secure in place with a rubber band. Crank engine over once or twice- the disconnected coil wire will prevent the engine from starting. Observe the two transmission lines; the one with the fluid is the pressure (supply) line. Install the system as detailed in its instructions. Reconnect the coil wire to the electrical coil.

Choose the method of installation that you will follow (with or without an external transmission fluid cooler, see illustration C) and install accordingly. Reconnect the supply line (pressure line) connected to the radiator. In the other radiator outlet, install the special brass fitting supplied to avoid cutting the lines (see illustration B). If it is necessary to cut the lines, locate an accessible point and cut the line. Clean the tubing of all metal chips and debris. Using the special high pressure/temperature hose supplied, connect the return line from the radiator to the "IN" port on the remote fluid filter mount. Next connect from the "OUT" port of the fluid filter mount to the trans-

mission return line or to the supply line of the external transmission fluid cooler, if applicable. If installing an external fluid cooler at the same time, then install the hose from the "OUT" port of the fluid filter mount to the supply line of the external transmission fluid cooler. Complete the circuit by connecting the hose from external fluid cooler to the transmission return line. Avoid sharp edges or bends. Secure with hose clamps positioned 1/8" (4mm) from the ends of hose. Do not over tighten the clamps. The proper tension is when the hose surface bulges up slightly through the slots in the bands.

Start the engine and immediately check for leaks. Check the transmission fluid level. Add if necessary. There are many fluid filters available that will fit on the filter mount (standard 3/4"-16 thread). Below is a convenient chart to aid in the purchase of replacement fluid filters.

Note: The average transmission pressure is between 90 and 130 p.s.i. For high pressure transmission fluid pumps, such as those used in racing applications, we recommend a high performance filter that will handle up to 200 p.s.i. such as, Perma-Cool® 81008 or Fram® HP1.



Brand Name	Tight Fit	Standard Length
PERMA-COOL®	81043	81008
AC®	PF13	PF2
FRAM®	PH43	PH8A
LEE®	LF16	LF1
MOTORCRAFT®	FL173A	FL1A
NAPA®	1068	1515
PUROLATOR®	PER17	PER1A
WIX®	51068	51515

