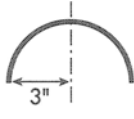


INSTALLATION INSTRUCTIONS FOR 60345, 60346, 60370, 60371, 60372, 60374, 60375, 60376, 60377, 60378, 60380, 60381, 60382, 60383, 60385, 60386, 60387, 60388, 60389

TRANSMISSION COOLER INSTALLATION REQUIREMENTS:

1. Keep rubber hoses away from sharp edges, hot exhaust pipes, manifolds and/or points of wear.
2. Do not kink hose or bend it tightly. A bend of less than a 3" radius will put excessive stress on the hose and cause hose failure.
3. Cooler should be mounted at least 1" from fans and 6" from exhaust manifolds. When mounting to A/C condenser or radiator, foam pads must be used between the cooler and condenser/radiator.
4. Do not overtighten hose clamps. Tighten only until rubber protrudes level with slots in hose clamp. Overtightening can cause hose failure.
5. After 2 weeks, retighten hose clamps to insure against leakage.

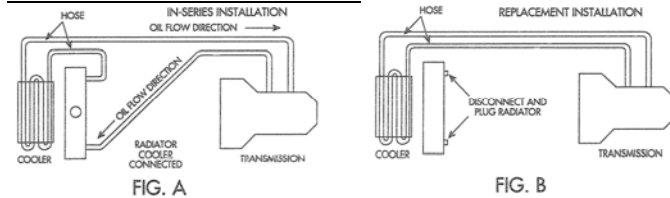


REQUIRED TOOLS:

- Screwdriver or nut driver to attach hose clamps
- Adjustable wrench (or flat wrenches) to remove & replace line fittings
- Knife to cut hose

Average installation time ½ hour.

TYPES OF INSTALLATION CONNECTIONS:



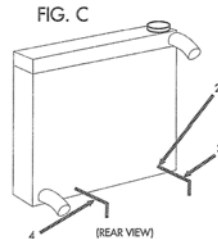
In-Series – The recommended cooler connection is the “in-series” installation. It utilizes the existing cooling system and complies with most new car warranties. This method provides maximum cooling by returning the coolest oil directly to the transmission (FIG. A).

Replacement – This method should be used if the existing cooling system is damaged and repair costs are excessive. The replacement installation may void new car warranties and will provide less total cooling than the “in-series” installation. This application requires an oil cooler one or two sizes larger (FIG. B).

RETURN OIL LINE IDENTIFICATION:

METHOD 1 – Check Oil Line Temperature (FIG. C).

1. Start engine while engine is cold.
2. Depress brake pedal, place transmission in drive for no more than 10 seconds.
3. Stop engine.
4. Identify oil return line by feeling both oil lines (3&4). Coolest line is oil return line.



METHOD 2 (requires an observer) – Check Oil Flow Direction (FIG. C).

1. Place container under oil line (3) and disconnect oil line (3). CAUTION – use back-up wrench to avoid damage to radiator fitting (2).
2. Start engine, depress brake pedal, place shift selector in drive position.
3. Stop engine.
4. Identify direction of oil flow. Oil should flow from cooler in radiator for proper in-series connection.
5. If oil flowed from radiator fitting, install Quick-Connect adapter in radiator. If Quick-Connect adapter does not fit radiator fitting, refer to section below.

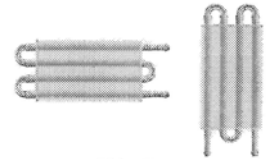
COOLER MOUNTING POSITIONS:

Note: cooler may be mounted horizontally or vertically. The oil cooler relies upon airflow for cooling.

Shown are the three suggested locations for the cooler in relation to air conditioner condenser and radiator.

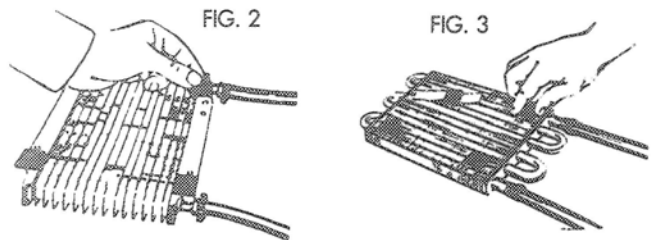
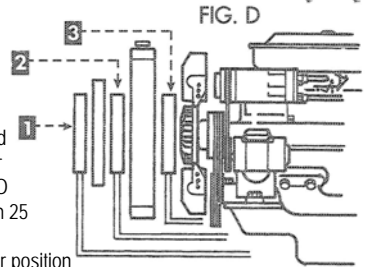
- #1 Position – 100% efficient (in front of air conditioner condenser)
- #2 Position – 75% efficient (between AC condenser and radiator)
- #3 Position – 60% efficient (between radiator and fan)

Insure selected mounting position complies with installation requirements 1-5. Double-check the position of the hoses to insure that they do not contact the exhaust system or interfere with moving parts. Bend in hose should not be less than a 3" radius.



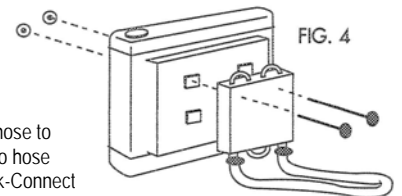
COOLER INSTALLATION:

1. Place clamps on ends of hose and Push hose onto oil cooler fittings. Leave hose in a loop – DO NOT CUT HOSE.
2. Position clamps ¼ - ¾ inch from end of hose. Tighten clamps until rubber protrudes level with clamp slots. DO NOT over tighten clamps (Maximum 25 inch pounds torque). (FIG 1)
3. If mounting oil cooler behind radiator position #3 (FIG. D), loosen fan shroud. Cut or drill hole in fan shroud for hose clearance.
4. A) Remove adhesive backing from foam pads.
B) Plate and Fin Cooler – position holes in pad over holes in cooler mounting flange. (FIG. 2). Tube and Fin Cooler – attach pads to oil cooler. (FIG. 3)
5. Position oil cooler in desired mounting location with pads facing radiator or air conditioning condenser (FIG. 4). Insert rods through cooler and pads, radiator and/or condenser.
6. Install locking buttons. These are permanent and can only be removed by cutting. Tighten to compress the foam pad. Cut off excess mounting rods.



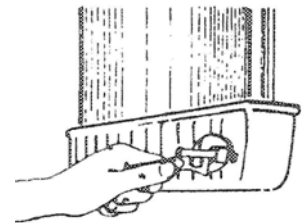
QUICK-CONNECT COUPLER INSTALLATION FOR USE ON VEHICLES WITH 5/16" STEEL LINES:

7. Install Quick-Connect coupler to radiator using appropriate male or female end.
8. Position hose loop next to Quick-Connect fitting and cut hose to length. Slide hose clamps onto hose loosely. Push hose onto Quick-Connect fitting at least one inch.
9. Position remaining hose next to disconnected transmission line and cut hose to length. Hose should be cut to fit at least 1" past flared end. Allow a minimum 3" radius on all hose bends.
10. Tighten hose clamps.



Check installation as follows:

1. Operate engine at fast idle for 2 minutes. Check hose connections for leakage. If leakage is found, stop engine and tighten clamps.
2. Feel both lines to cooler to be sure they are warm. If both are not warm, oil is not flowing through cooler. Check for kinked lines or other obstructions to flow.
3. Check transmission oil level. Add oil if required. CAUTION: Do not overfill transmission.
4. Inspect hoses periodically for hardening and cracking. Use 11/32" I.D. transmission oil cooler hose. DO NOT use fuel line. If replacement or additional hose is required use transmission cooler replacement hose or equivalent. Hose must withstand a minimum 150 psi working pressure and 250°F temperature.



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TRANSMISSION OIL COOLER FITTING IDENTIFICATION:

Several O.E. applications have transmission lines that are not compatible with the provided Quick-Connect fitting. These are the applications and the corresponding required kits.

Jeep and G.M. Fitting Type:

USE JEGS KIT # 555-60340

APPLICATION – 1986 prior Jeep, 1991 and newer GM

FITTING TYPE – 5/8" – 18 Inverted Flare

I.D. – Line and fitting is identified by 3/8" O.D. line with a 5/8" wrench size fitting threaded into the radiator.

Jeep and Chrysler Fitting Type:

USE JEGS KIT # 555-60342

APPLICATION – 1987 new Jeep

FITTING TYPE – Swedged or Hoseclamp

I.D. – Hoseclamp or swedged fitting connects metal line to rubber line.

Ford Fitting Types

USE JEGS KIT # 555-60341

APPLICATION – 1983 and newer Ford, Lincoln, Mercury

FITTING TYPE – Deep Threaded Style

I.D. – 5/8" diameter, 3/4" long hex fitting in the radiator. Fitting end installed in the radiator is 1/4" MPT. Fitting end connecting to transmission line fitting is 1/2" – 20 inverted flare with recessed internal threads.

APPLICATION – 1983 and newer Ford Lincoln, Mercury

FITTING TYPE – Duckbill Style

I.D. – Uses plastic retainer to attach steel transmission line to 11/16" diameter hex fitting in radiator. Radiator end of fitting has 1/4" MPT.

APPLICATION – Aerostar and Explorer

FITTING TYPE – 5/8" – 18 Inverted Flare

I.D. – Two fitting variations are used:

1. 3/4" diameter, 13/16" long hex with recessed internal threads.
2. 7/8" diameter, 3/8" short hex



1-800-345-4545 jegs.com



Installation Instructions for Electric Fans

In Kit#s 555-60345, 555-60346, 555-60388 & 555-60389

NOTE: Please read these instructions carefully before installing your fan to ensure a safe and easy installation. These instructions are for 12 volt negative ground vehicles. The fan will operate on positive ground vehicles if the indicated polarity is reversed. The Fan can be used on 6 volt systems but will operate at a reduced speed.

These fans are assembled as pushers, To convert the Fan to a puller assembly It is necessary to both reverse the blade and reverse the wiring.

NOTE: REFER TO THE LABEL ON THE SHROUD TO DETERMINE THE POSITIVE WIRE FOR PUSHER FANS. FOR PULLER FANS, THE WIRE POLARITY MUST BE REVERSED IN ADDITION TO REVERSING THE BLADE .

Installation with a Fan Control:

Refer to The wiring instructions enclosed with the fan control kits.

Installation without a Fan Control:

- 1A. Disconnect the positive battery cable to prevent accidental starting of the fan.
- 1B. Connect the negative fan wire to ground. Connect the positive wire to a switch rated to 25 amps (not included). Connect the switch through 25 amp fuse to a positive (+) 12 volt source. (See Fig. B)
- 1C. Reconnect positive battery cable.
- 1D. Start the engine and check the fan for proper operation. The fan should push or pull the air through the radiator toward the engine.

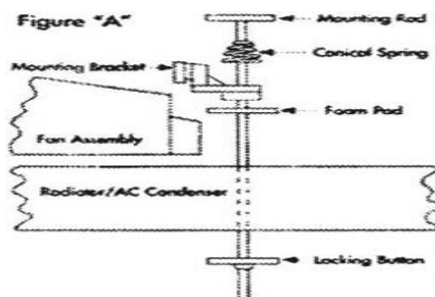


Figure B

