



TCI Automotive® Transmission Maintenance Facts

Thank you for choosing TCI® products; we are proud to be your manufacturer of choice. Please read these transmission maintenance facts before installation. Contact us toll free at 1.888.776.9824 or at www.tciauto.com under Tech Support with any questions.

1.) Tough Job - Did you realize that automatic transmission fluid performs multiple critical functions? Inside the torque converter it forms a fluid coupling to transmit torque from the engine to the transmission. The fluid provides lubrication for planetary gears, bearings, bushings and clutch packs while transmitting hydraulic pressure to apply the clutches and servos. Lastly, the fluid, interacting with the vehicle cooling system, transfers the damaging heat away from the transmission. That's a lot to ask from a single, seemingly simple fluid.

2.) Fluid Contamination - In every new or remanufactured transmission, there is some 'seating in' or break-in that occurs among many of the parts. In the transmission, these parts include bushings, thrust washers, clutches, etc. This seating in will produce some fine particles that may at first look like premature wear. This is considered normal. **It is a common recommended procedure to change transmission fluid & filter after the first 500 miles of operation.** This first change is referred to as the 'break-in period' and after the initial seating and mating of all parts and surfaces the transmission will operate normally. See TCI® transmission filter application chart on back.

3.) Oil breakdown - There are two basic lubricant types used in the automotive field: conventional and synthetic. Conventional oils (sometimes referred to as petroleum oils) are the same type of product as gasoline. They originate from the ground and is subject to the impurities associated with other petroleum-based products. Conventional oils breakdown & oxidize over time due to heat & contamination, so some things must be considered when choosing a fluid for your new TCI® transmission. Synthetic oil, by virtue of the fact it is man made, is very predictable since it's manufactured under highly controlled conditions. Typically, either of the oil types can be blended with particular additive packages, but pure synthetic is much better suited to the extreme environment of a high performance transmission. TCI® recommends **TCI® Max Shift™ Synthetic Transmission Fluid**. If you choose petroleum based fluid, it must be changed more frequently. The transmission service intervals should be every 12,000 miles for petroleum and 25,000 miles for synthetic. Obviously, if the transmission is operated in a very harsh or severe manner, these intervals should be more frequent.

4.) TCI Automotive® Max Shift™ Transmission Fluids - TCI® offers Max Shift™ RTF which has been tested and proven to run up to 30 degrees °F cooler, even during extreme-heat racing sessions and repeated usage. TCI® Max Shift™ RTF is uniquely formulated using an oil-soluble molybdenum additive that greatly reduces internal friction and heat, yet does not affect clutch and band lock-up. Max Shift™ RTF is made using base petroleum oils with an extremely high viscosity index. The fluid contains a special antifoaming agent that reduces fluid foaming even at 10,000 rpm. In addition, Max

Shift™ RTF contains extreme pressure additives to help control gear fatigue and fracture, actually forming a fluid cushion preventing metal-to-metal contact. Max Shift™ RTF's unique color is a result of the dyes typically found in conventional transmission fluids being eliminated.

TCI® Part # 950600 Max Shift™ RTF Transmission Fluid, [1-case (3-gallons) or TCI® Part # 950650 for 1-case (12-quarts)]

TCI® Max Shift™ STF is a fully synthetic lubricant containing many of the same additives with even better results for automatic transmissions. Designed with heavy-duty and performance applications in mind, this product will run up to 30 degrees °F cooler, prevent excessive wear, resist foaming and reduce internal friction. Moreover, intervals between fluid changes can be extended since the fluid resists oxidation & breakdown much better than conventional oils. For the competitive racer, this translates to quicker lap times and lower ETs. Tow vehicle and RV owners will benefit from increased transmission life, reduced maintenance and improved mileage.

Max Shift™ STF is compatible with conventional oils allowing users to simply drain their existing fluid and replace with Max Shift™ STF. This fluid is fortified with special additives to prevent metal to metal contact during shock loads, improve fluid cling, eliminate foaming and prevent transmission seals from hardening and cracking.

APPLICATION	RACING FILTER & PAN GASKET KIT
AMC T/C 727, 1971 & later	128500
AMC T/C 904, 1971 & later	128500
Chrysler Torqueflite	
904, 1962 & later (non lock-up).....	128500
Chrysler Torqueflite	
727, 1962-'70, 19-spline (non lock-up).....	128500
Chrysler Torqueflite	
727, 1971-'79, 24-spline (non lock-up) ...	128500
Chrysler	
A500 - A618, 1988-'98, 24-spline	128510
Ford 4R70W, 1996 & later	438560
Ford AODE, 1992-'95	438550
Ford AOD, 1980-'93	438500 ¹
	438501

APPLICATION	RACING FILTER & PAN GASKET KIT
Ford C6, 1966-'76	528400
Ford C6, 1977 & later	428500
Ford C4, 1965-'66	528400
Ford C4, 1967-'69	528400
Ford C4, 1970 & later	528400 ²
GM 700R4 (4L60), 1982-'86, 27-spline.....	378500
GM 700R4 (4L60), 1986 & later, 30-spline ..	378500
GM 4L60E, 1993 & later, 30-spline	378510 ³
	378515
GM 4L80E, 1991-'96	278500
GM 4L80E/4L85E, 1997 & later	278505
GM 2004R, 1981 & later, 27- spline	386500
GM TH350, 1968 & later, non lock-up	328500

1.) 1984-1993 4X4 and TCI® 438000 deep pan

2.) Must be used in conjunction with a 518000 cast aluminum deep pan or factory Ford deep pan.

3.) For 4X4 factory deep pan