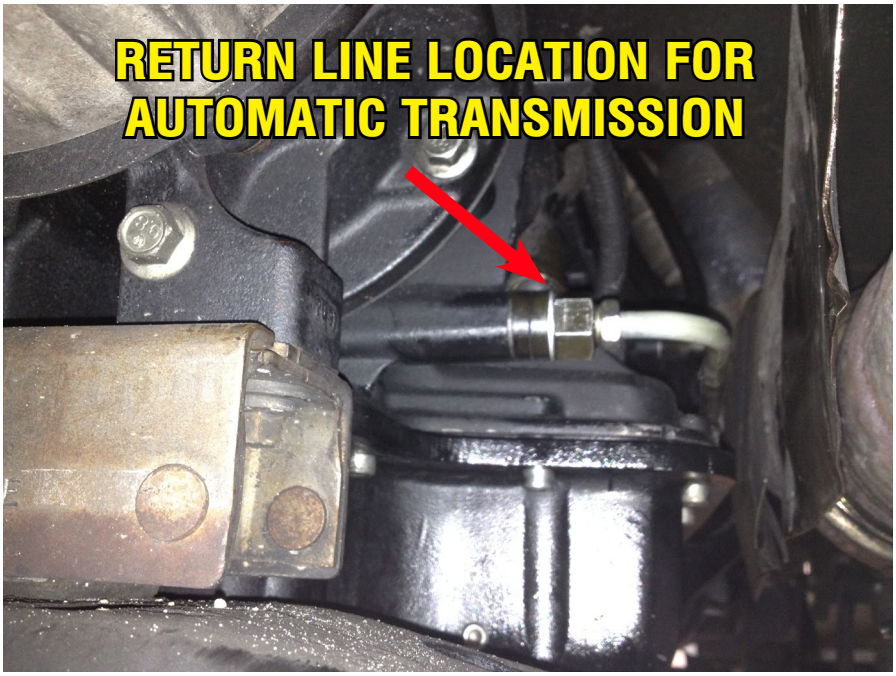
EXTERNAL TRANSMISSION FILTER SYSTEM
FORD F-250, F-350, F-450, F-550

For use with 5/16”, 3/8” or 1/2” Lines
Please be sure you ordered the correct

READ ALL INSTRUCTIONS THOROUGHLY BEFORE BEGINNING INSTALL!

This installation was performed on an automatic transmission, but the installation process is identical on the manual transmission. You will use the transmission return line from your application when proceeding. Before proceeding, locate your transmission return line by using the pics below.



See figure 1 : The first step is to mount the filter unit on the outside of the frame. To do this you will find a location on the outside of the frame where it looks like the hoses will easily reach your return line connection. Then “dry fit” the hoses to be sure they reach around the frame from the transmission return line to your chosen location. To mount the housing you will have to drill two 3/8” holes in the frame. In most cases, you can find a factory hole in the frame to use for one of the holes. If so, simply mark and drill the 2nd hole. Once both holes are ready you can attach the housing to the frame with the stainless bolts and washers included in your system. Use a drop of threadlocker on the bolt threads before installing them into the housing.

Next, you will attach the inlet and outlet fittings to housing. These are O-ring SAE ports. ***No Teflon or threadlocker is used on these threads.*** Once mounted, you can install either the supplied allen head pipe plug or our optional pressure gauge. Use a drop of threadlocker on the threads before installing either.

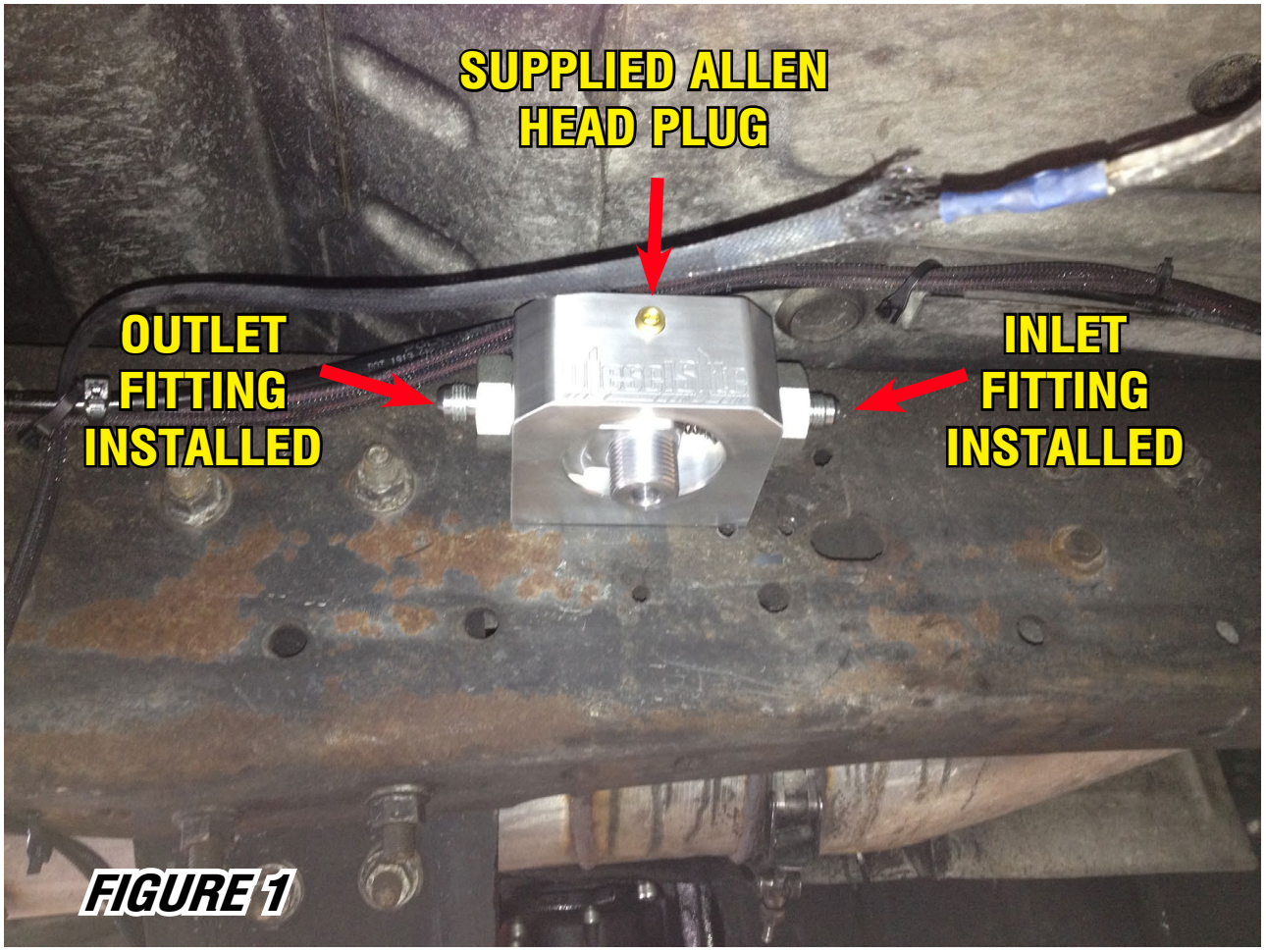


FIGURE 1

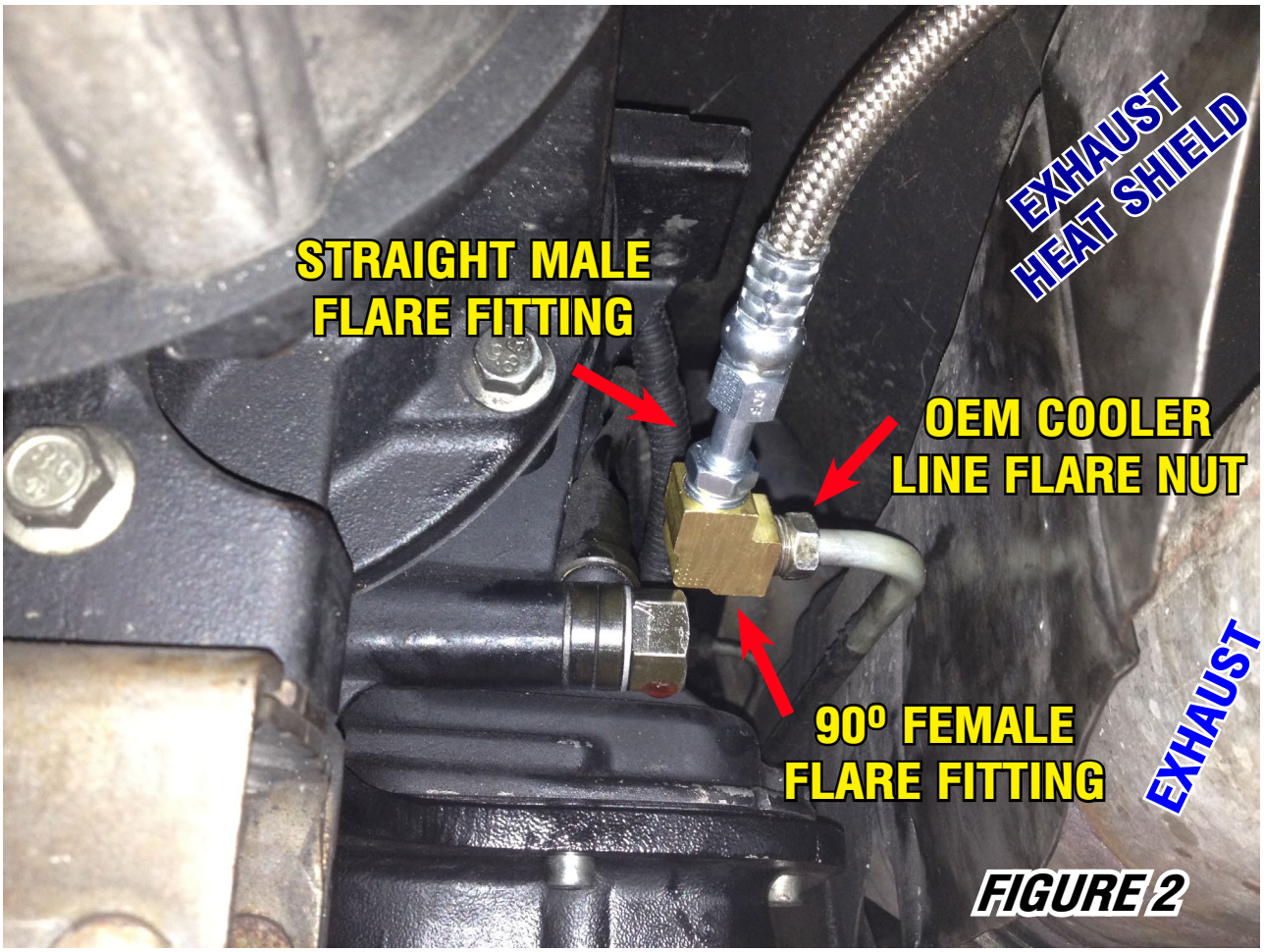


FIGURE 2

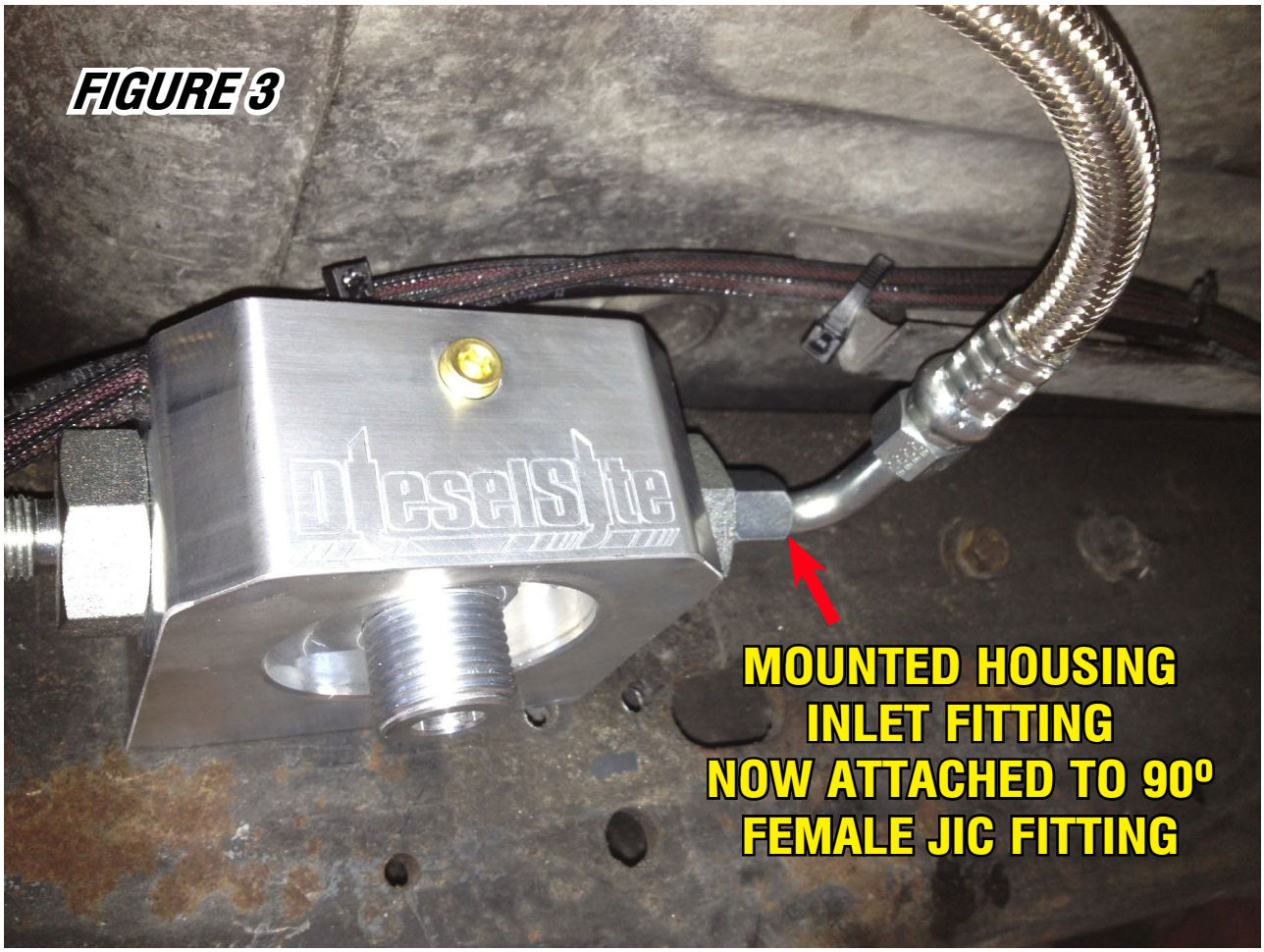
See figure 2 : Remove the OEM cooler line flare nut from the transmission making sure to use a wrench to hold the transmission fitting while loosening the flare nut. Attach one port of the supplied 90 degree female flare fitting to the OEM flare nut, but ***do not tighten at this point***.

Next, find the included stainless hose with the straight male flare on one end and the 90 degree female JIC fitting on the other. Route this hose over the frame and over the exhaust heat shield with the straight male flare end towards the transmission. Attach the straight male flare fitting to the second port of 90 degree female flare fitting. but ***do not tighten at this point***.

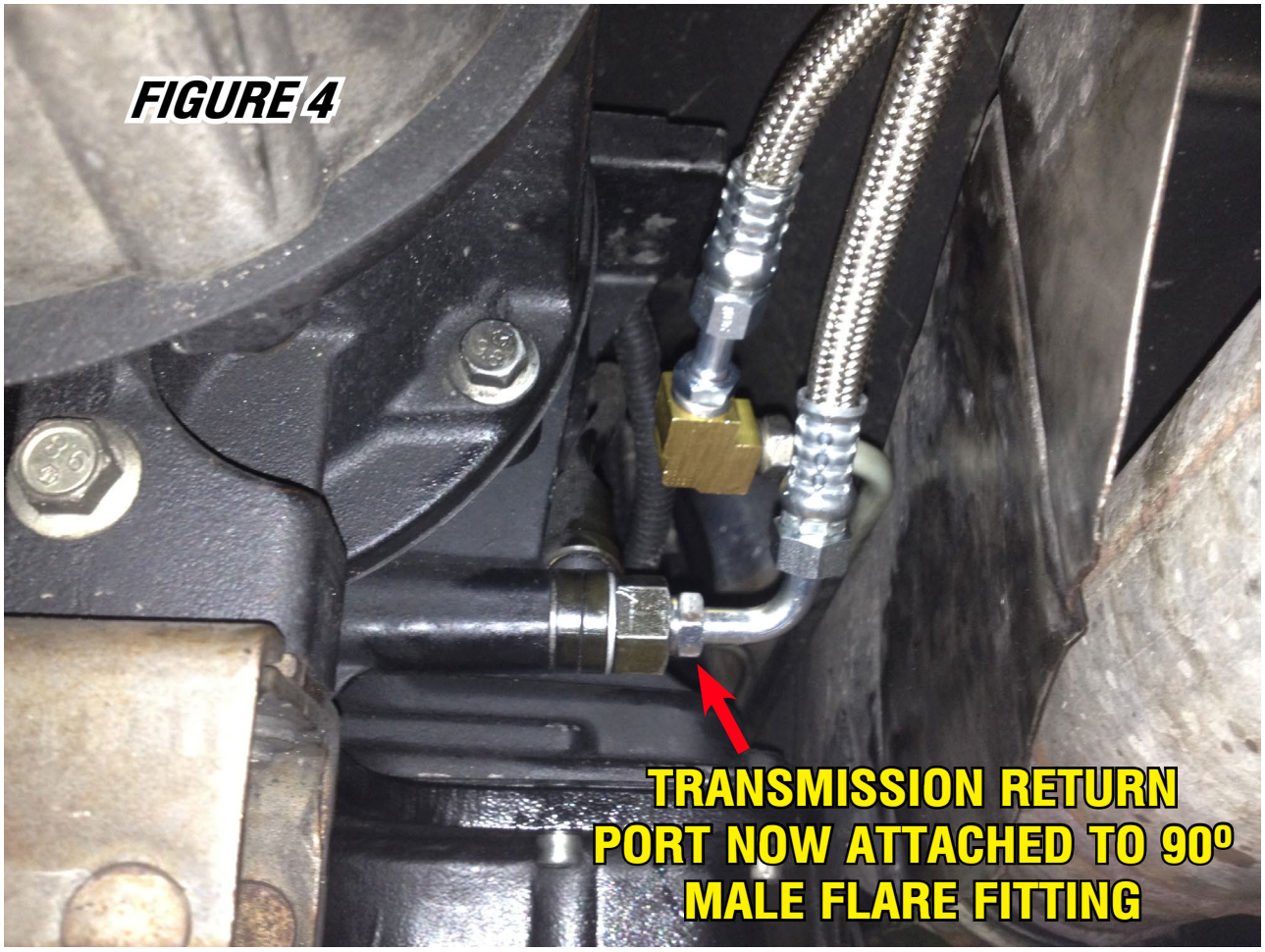
See figure 3 : Now attach the other end of this same hose (the female JIC fitting) to the inlet of the frame mounted filter housing (right side).

STOP! At this point, tighten all the fittings attached so far.

While tightening the lines, try to keep them from swinging up tight against the floor board. This may make an unnecessary noise or vibration. To avoid this, simply hold the line away from the bottom/floorboard of the truck as you tighten the fittings.



See figure 4 : Route the remaining stainless steel braided line over the frame and over the exhaust heat shield with the 90 degree male flare end towards the transmission. Connect this end to the open transmission return port, but ***do not tighten at this point***.



See figure 5 : Connect the other end of this hose to the outlet of the frame mounted filter housing (left side). At this point tighten all fittings on this hose.

STOP! At this point, tighten all the fittings attached so far.

While tightening the lines, try to keep them from swinging up tight against the floor board. This may make an unnecessary noise or vibration. To avoid this, simply hold the line away from the bottom/floorboard of the truck as you tighten the fittings.

See figure 5 :

Spin on the supplied filter, start your truck and let it idle for a few minutes. Check for leaks. If there are none, then you're finished! If you see leaks then simply retighten all fittings as described above.