

Installing an External Transmission Cooler

The lower plastic engine cover needs to be removed first if there is one.



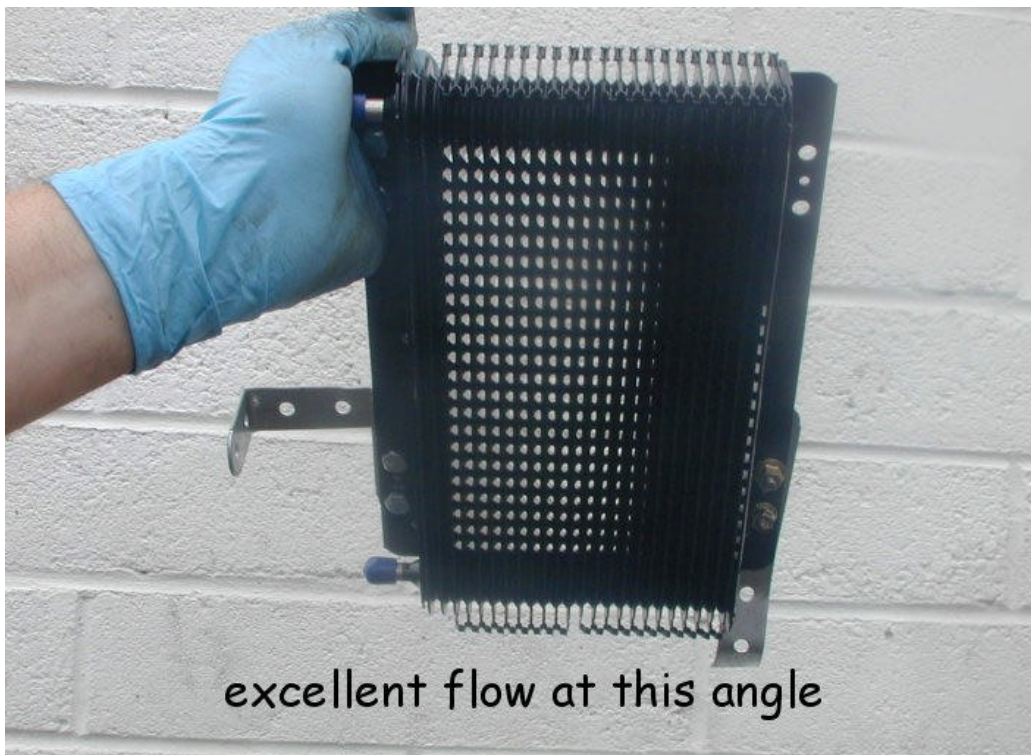
Peel back the plastic inner fender liner on the driver's side wheel well. You will find plenty of room to install the new cooler. There are a few places where the cooler can be attached and a couple of them are marked in the picture below. The yellow box and covered wire are part of the airbag system, so be careful to not damage or move it.



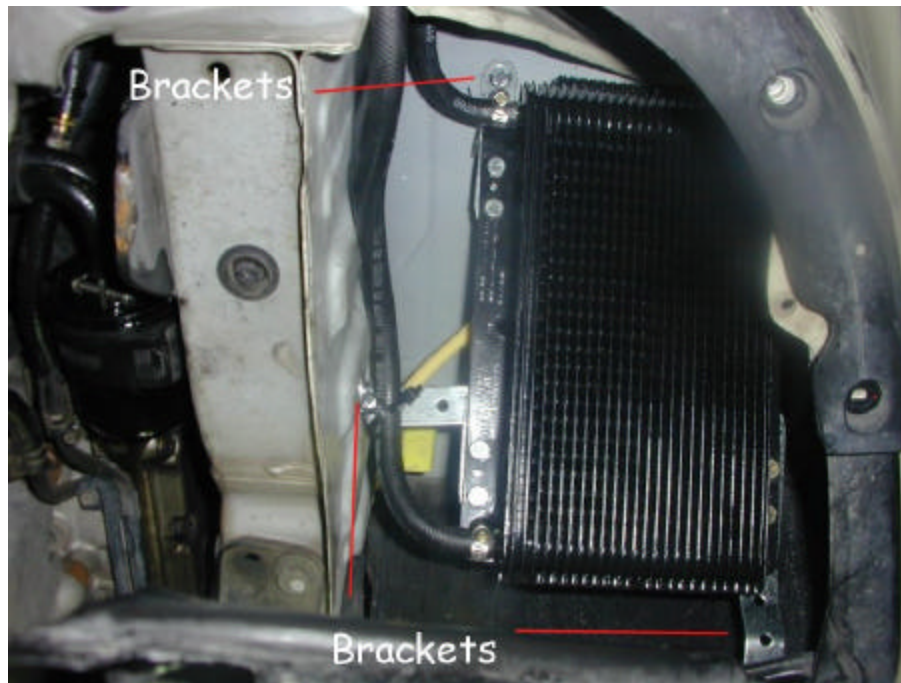
The cooler kit comes with plenty of hose, self tapping bolts and metal brackets. The metal brackets were installed onto the cooler and adjusted and bent to fit correctly up inside the wheel well.



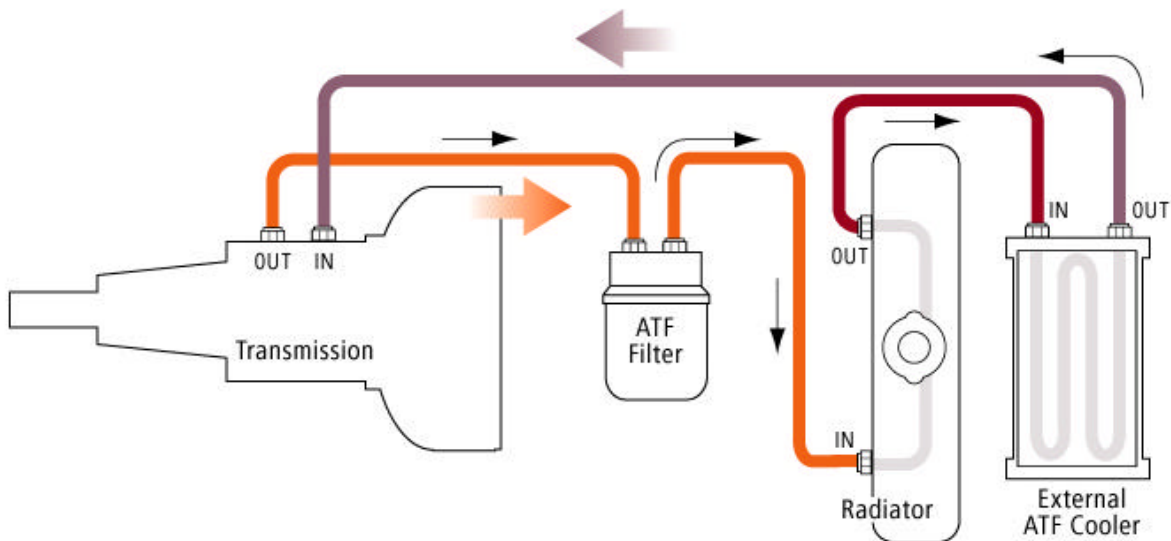
The cooler should get PLENTY of air flow thru the veins and offer optimum cooling.



Mount the cooler using the self tapping bolts supplied. One of the factory bolts that attach the fender was used as well.

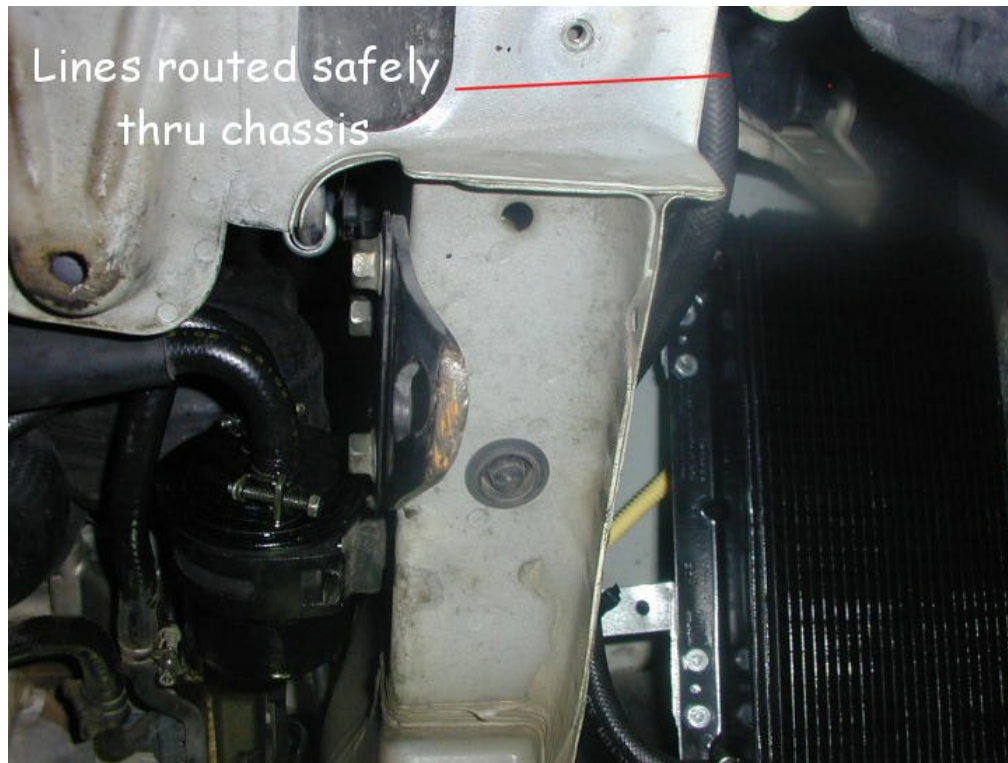


First run the line from the transmission to the auxiliary filter that is connected to the frame rail. Then run it from the filter to the radiator cooler inlet and then from the radiator cooler outlet to the new cooler inlet. The return line will go from the cooler back to the transmission. This is the most common configuration used for an external ATF cooler.



ATF FLUID PATH / External Cooler in SERIES

Run the lines forward around the frame and back alongside the frame rail. Everything should be included in the kit so you should not need to go to the hardware store.



Re-install the large lower plastic panel. You may chose to cut out a big opening in the stock wheel well plastic liner. It helps scoop up lots of air and direct it right onto the new cooler. The job should take about 2 hours to complete.



