

SHIFT 8HP70 and 8HP75

Adjustable Sure-Cool® System

TECHNOLOGY PRODUCTS

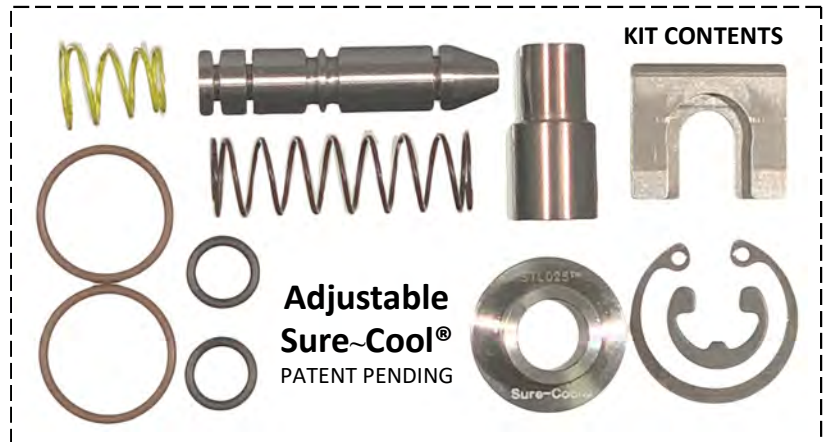
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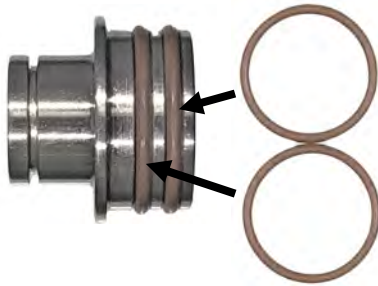
TransLab®
ENGINEERED

THIS UPGRADE IS RECOMMENDED DURING REBUILD OR TRANS SERVICE AS PREVENTIVE MAINTENANCE. IT PROVIDES **3 USER SELECTABLE SETTINGS**:

- **FULL TIME COOLER FLOW** for maximum cooling
- **25% BYPASS MIX** for winter/cold climate operation
- **FULL HEATER BYPASS** for quick warm-up to reset adapts
- IMMEDIATE COOLER FILL and ACCURATE FLUID LEVEL CHECK WITHOUT WARM-UP CYCLE
- REDUCED AVERAGE OPERATING TEMPERATURES
- REDUCED RISK OF PLANETARY DAMAGE
- INCREASED ATF LIFE
- INCREASED LEAK PROTECTION



Step 1 Install large o-rings on cover



Step 2 Install small o-rings & e-clip on adjuster



Step 5 WORK FROM THE BOTTOM UPWARD!

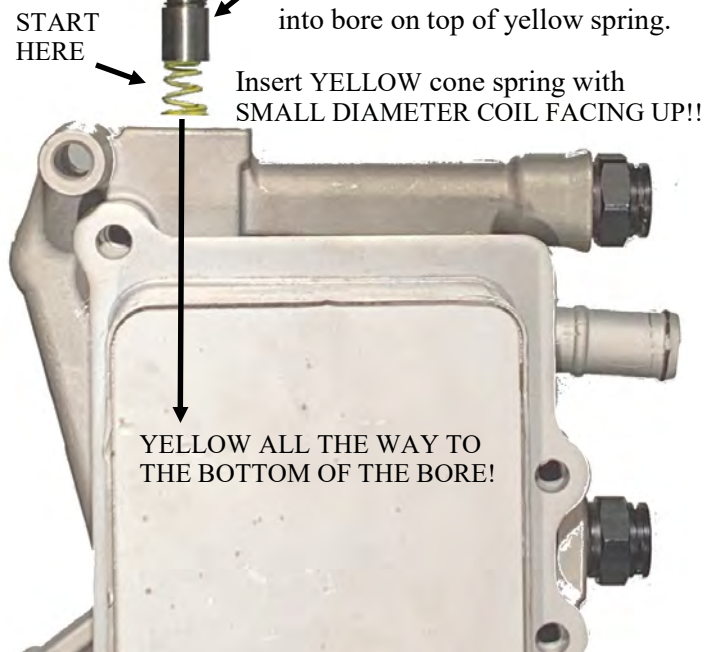
Insert NEW SNAP RING supplied into the groove with sharp edge UP

Push down ON THE COVER (not the adjuster) until the assembly is fully inserted into the housing.

Lube large o-rings and lower the assembled adjuster down into the warmer housing until spring slides onto the flow blocker as shown

Insert FLOW BLOCKER as shown into bore on top of yellow spring.

Insert YELLOW cone spring with SMALL DIAMETER COIL FACING UP!!



Step 3 lube o-rings

Pop long spring onto adjuster against e-clip



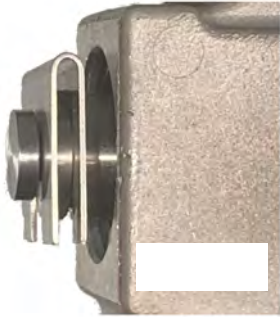
Step 4 Insert adjuster into cover. Push all the way until e-clip touches cover.



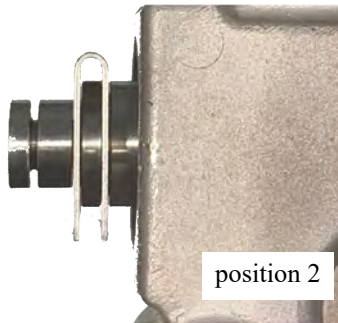
Step 6: IF THIS KIT IS INSTALLED DURING A TRANS SERVICE OR AS A MAINTENANCE UPGRADE... READ INSIDE THE BOX BELOW AND CHOOSE BETWEEN **25% BYPASS** or **FULL COOLER**. INSERT THE RETAINER CLIP ACCORDINGLY. {If you are a do-it-yourself'er and unsure, use the middle setting below}

If this product is being installed with a freshly rebuilt or remanufactured trans, go to ADAPTIVE RELEARN below.

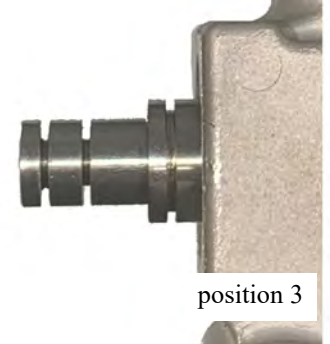
FULL COOLER



25% BYPASS MIX



FULL BYPASS



Position 1 maximum cooling. The bypass circuit is fully blocked, forcing all the fluid through the cooler.

RECOMMENDED FOR TROPICAL/SUBTROPICAL ZONES.

Position 2 Partial bypass mix to raise average operating temps about 20° F

RECOMMENDED FOR TEMPERATE/SUBPOLAR ZONES.

Google "global climate region map"

Position 3 ATF fully bypasses the cooler (i.e., No cooler flow!) THIS IS A TEMPORARY QUICK WARMUP SETTING to bring trans to required temp to RESET THE COMPUTER. Once relearn is initiated, set the adjuster to Position 1 or 2

<<WARNING! >>

NEVER LEAVE THE ADJUSTER IN FULL BYPASS MODE AS THE DEFAULT OPERATIONAL SETTING UNLESS WELL INTO THE <POLAR ZONE> OR YOU WILL BURN UP THE TRANS! If {and ONLY if} you must block the grill with cardboard to keep the engine from over cooling and to get the heater to work in the passenger compartment, then you might try full bypass as the only way to get the trans up to temp! BUT.. You must watch trans temp on the information panel to insure safe temps. We have not tested cooler efficiency in polar regions, and have no contacts there, so call us for guidance.

ADAPTIVE RELEARN

The adaptive memory should always be reset after rebuild, especially after a clutch failure. Control modules require trans temperature is above 165° before "relearn" can be initiated. Here's a quick 2 man procedure to accomplish the task:

INSTALL THE RETAINER CLIP WITH THE ADJUSTMENT PLUNGER IN POSITION 2 (see photo above) This is the best setting to fill the trans and purge the air out of the cooler and lines. While tech1 is filling the trans to correct level, tech2 can be in the driver seat setting up the scanner. **When the trans is filled**, tech1 can raise the vehicle and **remove the clip**. **When trans temp is above 165°** tech2 can **initiate relearn**. He can test reverse and drive engagements while tech1 **puts the adjuster back in position 2** and lower the vehicle for road test. After road test is complete and all is well, select your preferred setting. When you are finished, give this instruction sheet to the vehicle owner. THE SETTING IS EASILY CHANGED.

SOME MAY PREFER *POSITION 1* FOR SUMMER USE, AND *POSITION 2* FOR WINTER!

A word about operating temperature: We drove Jim Brookshire's Ram 1500 all last winter at **full cooler** setting. @30-40° F outside temp the trans ran 114-127° F and in summer @80-95° F outside, it ran 135-167° F depending on load. It shifted and operated better at these temps than with the factory thermal setup. A cool solenoid is a happy solenoid, and VB & clutches leak less at lower temps!