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INITIAL ROAD TEST

PLEASE FOLLOW THESE INSTRUCTIONS

1. After the fluid level has been confirmed full, erase any previous trouble codes from the TCM by using an appropriate scan tool.

2. Warm the vehicle up to operating temperature.

3. Turn off the transmission overdrive. There should be a light on the dash that confirms that overdrive has been turned off.

4. Road test the vehicle in a safe location.

5. Accelerate from stop to 40mph, hold speed for 30 seconds and turn the overdrive back on.
6. Accelerate to 50mph, hold speed again for 30 seconds.

7. While in 4th gear and holding the speed at 50 mph lightly depress the brake pedal and release.

8. Maintain the speed at 50 mph for 5 seconds, then bring the vehicle to a stop for at least 20 seconds.

9. Repeat this process 5-10 times.

10. After the road test is complete perform a key on engine off quick test and confirm there are no trouble codes present.

If a trouble light or code appears during the road test, the problem MUST be corrected before operating the vehicle further.

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5R110W TORQSHIFT INSTALLATION GUIDE

COOLER FLUSHING

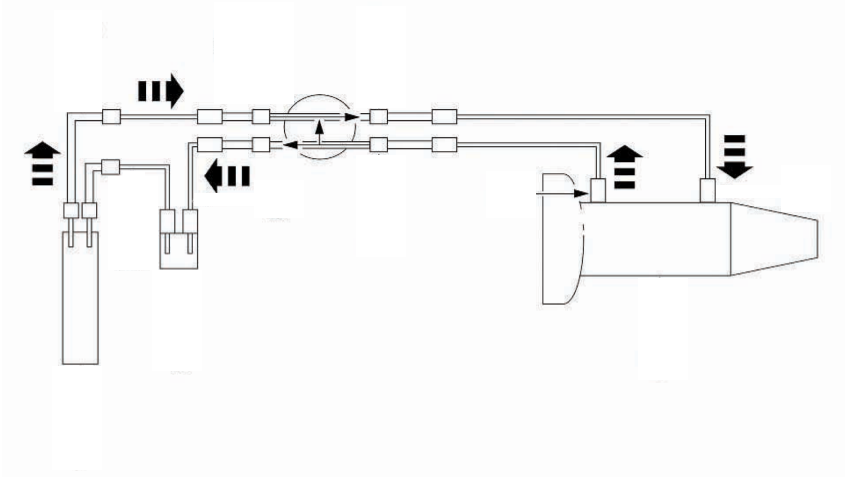
Most 1997 and newer F-Series trucks over 8500 GVW and some lighter F-Series trucks equipped with a trailer tow package using a 5R110W transmission use an oil to air transmission cooler.

These coolers may be used either alone in front of the radiator or they may be used in series with the radiator cooler.

Due to the construction of these oil to air coolers they cannot be properly flushed and must be replaced when installing a new transmission. When a radiator cooler is also used this cooler must still be flushed.

Some vehicles may also have an in-line filter that must be changed and/or eliminated. The radiator cooler system must still be properly flushed at this time.

Failure to follow these instructions will contaminate or starve the replacement unit of oil and cause a transmission failure!



INSTALLATION RECOMMENDATIONS

- Check the vehicle solenoid harness for corrosion, cracks, and seal condition.
- A bad electrical connection will cause the transmission to malfunction.
- Check the flex plate for cracks, oblong holes and/or other damage.
- Torque the converter nuts to 22-38 ft-lb.
- Check for transmission alignment dowel pins.
- Check vehicle battery/charging system for proper operation.
- If the original unit failure was for a cracked or broken bell housing, the source or cause must be found and corrected before installation.
- Make sure the battery cables are clean and tight. Also make sure the ground cables are good and clean at the engine block. It is always best to do a voltage drop test on your engine ground to make sure you don't have any ground issues.
- Clean the transmission and engine mating surface of all paint and debris. This is very important and should be done on every transmission.

LUBRICATION AND INITIAL FILL RECOMMENDATIONS

CAUTION: USE ONLY RECOMMENDED FLUID

RECOMMENDED FLUID	**MERCON LV**
OIL CAPACITIES:	
First fill of dry transmission	**12-16 QTS**
At oil changes 8-10 QTS	
OIL CHANGE INTERVALS:	
Oil change in normal operating conditions	**30,000 miles**
Oil change in tough operating conditions	**20,000 miles**

FILLING PROCEDURE

- **Before starting the engine pour in 6-8 quarts of fluid.**
- **Start the engine, run for 30 seconds, then shut down.**
- **Add 4 more quarts of oil, then restart.**
- **Put the vehicle in drive and reverse several times.**
- **Re-check fluid level for proper fill.**
- **Be careful as residual oil in the filler tube will give false readings.**
- **Check both sides of the stick.**
- **On 4x4 units with a parking brake attached you must fill the parking brake separately.**
- **CTP recommends replacing the input seal of the transfer case during installation.**

PUMP DAMAGE AFTER REBUILD

After rebuilding the Torqshift transmission it has been a common issue to see pump failure in a short amount of time. Usually the pump gears break and look like they have been welded to the pump plate. A few different issues can cause this: bad grounds, lack of oil, and missing dowel pins in the motor. A few steps can help reduce the problem:

1. When filling the transmission, add 8 quarts to the transmission, start the engine, and run for 30 seconds, and shut it back off. Add 4 more quarts of oil and restart. Then finish filling the transmission back to the correct level.

2. Don't forget to check the dowel pins. Make sure the transmission case dowel pin holes are not worn.