A NOTE FROM DIESEL PROS ON INSTALLING YOUR NEW TRANSMISSION

Whether you’re thinking of upgrading your transmission or replacing a unit that’s blown up, I want to thank you for thinking of Diesel Pros for your purchase. This letter is designed to get the wheels turning in your head on some commonly missed steps when installing your new slushbox.

Clean it! First and definitely foremost, cleanliness is key. Years of hard work, high fluid temperatures and just general use tends to cause a buildup of material in the transmission cooling system of your pickup. The lines and transmission cooler will develop a layer of material that rarely comes clean with anything but a hot fluid flush. It is also a rarity to see the proper machines utilized in an installation shop, even though most transmission builders will tell you….THE COOLER AND LINES MUST BE PROPERLY FLUSHED TO MAINTAIN WARRANTY. You don’t want that material getting into the pan of your new transmission, so pay some attention to it.

As a rule, if your transmission was a total loss we encourage the replacement of all of the cooler lines as well as the cooler itself. It’s expensive in many instances, but your shiny new trans was a lot more expensive and there’s only so much material a cooler flush will remove. Air on the side of caution and it’ll benefit you a great deal.

Electronics: These are a big deal these days. Every transmission on the road since 2005 and earlier has some sort of adaptive learning strategy. Each transmission manufacturer has their own version of a ‘transmission re-learn’ and what I’ll tell you is that it’s important to pay attention to. Especially in the event of a blown or slipping transmission, you can bet that the parameters will need to be reset in order for a proper relearn to take place. Most tech-savvy shops around the country have the equipment required to perform this task, so hold off on the drag racing until it’s done mmkay?

Supporting equipment: Very few pieces of aftermarket equipment will benefit the shifting characteristics like a set of traction bars. Whether you have us build you a set in-house, or you opt for a bolt-in setup, it is my opinion that you’ll have a smoother shifting and better ‘learned’ transmission with a set.

The long-haul: Temperature is key to keeping your transmission alive, as is regular maintenance. The manufacturers spec a certain mileage for normal and severe service intervals, but those are for stock HP trucks. Tuned and modded diesel trucks throw those intervals out of the window in my opinion and as a general suggestion, take 10-15% less miles on the SEVERE service tables in your owner’s manual, and use that as your guide.

So there’s the meat-n-taters of it! Any other questions you might have on the installation of your particular unit (i.e. trans tuning) feel free to hit the contact button and give us a shout.

Gary Fields