

Operators Manual and Setup Directions



HOT Flush

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SAFETY PRECAUTIONS

WARNING: 200 DEGREE HOT OIL

TO PREVENT PERSONAL INJURY AND/OR DAMAGE TO MACHINE, PLEASE OBSERVE THE FOLLOWING.

*** READ AND UNDERSTAND ALL INSTRUCTIONS, CAUTIONS AND WARNINGS BEFORE OPERATING THE HOT FLUSH MACHINE.**

*** DO NOT USE THE HOT FLUSH MACHINE FOR ANY OTHER PURPOSE THAN THAT FOR WHICH IT WAS DESIGNED.**

*** ALWAYS MAKE SURE THE HOT FLUSH MACHINE IS ON A LEVEL SURFACE.**

*** ALWAYS CONNECT THE POWER CORD DIRECTLY INTO A GROUNDED 110 VOLT OUTLET.**

*** ALWAYS WEAR PROTECTIVE CLOTHING AND GEAR, INCLUDING FACE SHIELD AND GLOVES THAT MEET OSHA STANDARDS.**

*** ALWAYS USE AUTOMATIC TRANSMISSION FLUID AS THE FLUSHING AGENT IN THE HOT FLUSH MACHINE.**

*** NEVER USE SOLVENT, GASOLINE, Kerosine, OR ANY OTHER HIGHLY FLAMMABLE LIQUID IN THE HOT FLUSH MACHINE.**

*** NEVER OPEN THE MAIN CABINET DOOR OF THE HOT FLUSH MACHINE WITHOUT UNPLUGGING THE POWER CORD FIRST.**

*** NEVER OPERATE HOT FLUSH MACHINE WITH AN AIR SUPPLY OVER 140 P.S.I. A REGULATOR MUST BE USED IF SHOP AIR IS OVER 140 P.S.I.**

SAFETY PRECAUTIONS

CONTINUED

WARNING: 200 DEGREE HOT OIL

TO PREVENT PERSONAL INJURY AND/OR DAMAGE TO MACHINE, PLEASE OBSERVE THE FOLLOWING.

- * **NEVER ALTER THE HOT FLUSH MACHINE IN ANY WAY.**
- * **NEVER ALLOW THE HOT FLUSH MACHINE TO GET WET.**
- * **NOTE : NEW OPERATORS MUST BE TRAINED OR HAVE READ AND UNDERSTOOD OPERATORS MANUAL BEFORE USING THE HOT FLUSH MACHINE.**
- * **NOTE : AIR HOSE IS PROVIDED AS A CONVENIENCE ONLY, IT IS NOT REQUIRED AS PART OF THE FLUSHING PROCESS.**
- * **NOTE : CLEANLINESS OF THE COOLER IS TO BE DETERMINED BY QUALIFIED PERSONNEL.**
- * **NOTE : MACHINE OIL FLUID PRESSURE OPERATES AT A MAXIMUM OF 90 P.S.I. , QUALIFIED PERSONNEL MUST DETERMINE THE COOLERS ABILITY TO FUNCTION PROPERLY AT THIS PRESSURE.**
- * **NOTE : A THOROUGH MONTHLY VISUAL INSPECTION OF THE HOSES WILL YIELD ANY EVIDENCE OF COVER DAMAGE, WEAR, ABRASION, BLISTERING, CRACKING, REINFORCEMENT EXPOSURE, OR OTHER TELLTALE EVIDENCE THE HOSE SHOULD BE REMOVED FROM SERVICE.**
- * **NOTE : REPLACE HOSES IF THEY GET CUT OR IF THEY GET BENT BELOW A 3 INCH RADIUS.**

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CONTROL PANEL

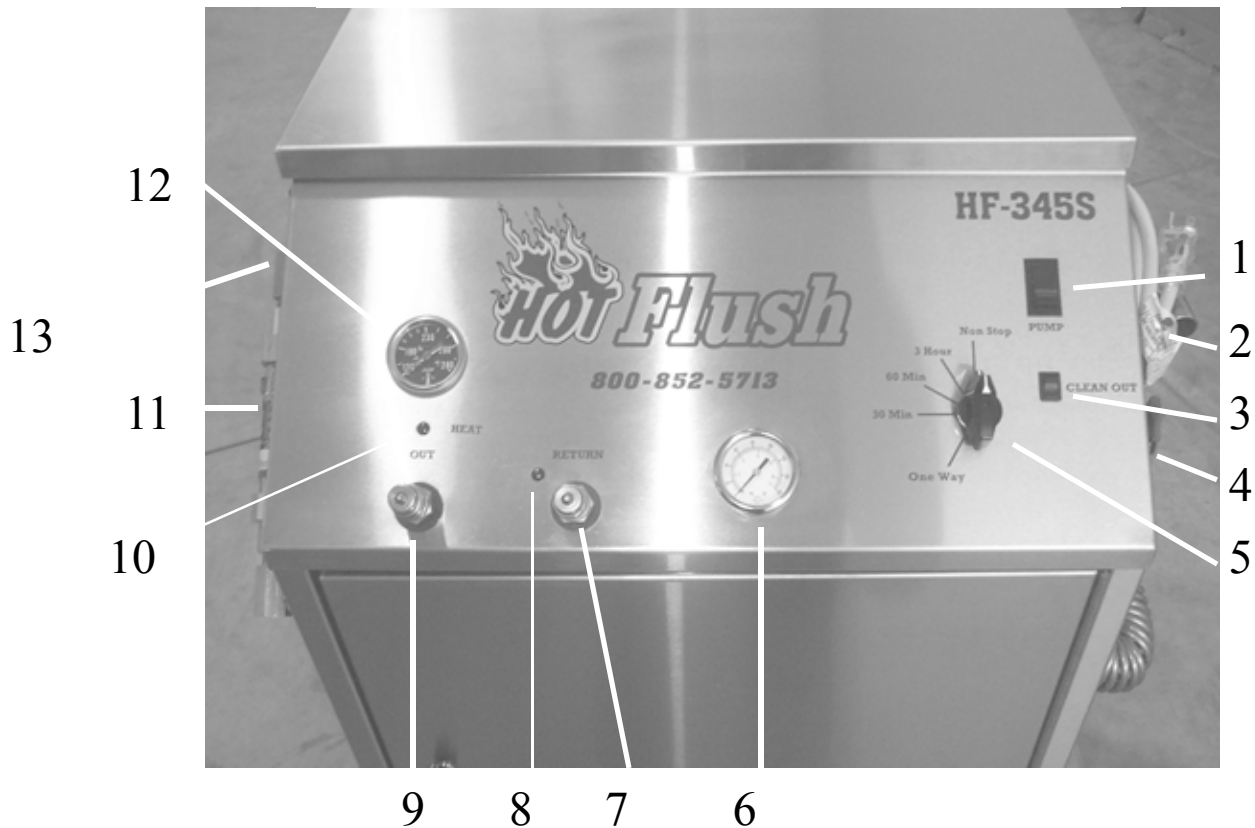


FIGURE 1

- 1) Main Power Switch
- 2) Power Supply Cord (110v)
- 3) Manual Air Injection/Clean Out Button
- 4) Air Gun
- 5) Shut Off Timer Switch/One Way Switch
(Use One Way setting with preheat attachment.)
- 6) Pressure Gauge
- 7) Primary Fluid Return Line (Important Note: When the "ONE WAY" is selected on the shut off timer this line becomes the primary output line)
- 8) Reverse Indicator Light
- 9) Primary Fluid Output Line (*Hook to return line of the cooler*)
- 10) Heat Indicator Light
- 11) Flow Meter
- 12) Temperature Gauge
- 13) Pre Heat & Self Clean Hook-ups (requires Quick Connect Kit)

GETTING STARTED

1. REMOVE THE HOT FLUSH MACHINE FROM THE BOX
2. REMOVE THE QUICK COUPLER HOSE PACKAGE
3. OPEN TOP LID & REMOVE COVER ON RIGHT
4. GRAB T-HANDLE & LAY BOTTOM COVER TO SIDE & POUR IN 8 QUARTS OF ATF OR UNTIL 2" ABOVE RESERVOIR FILTER
5. REPLACE BOTTOM COVER OVER RESERVOIR
6. REPLACE TOP COVER
7. ATTACH QUICK COUPLER HOSES TO MACHINE, **BLUE HOSE TO THE BLUE CIRCLE, RED HOSE TO THE RED CIRCLE** (SEE FIGURE 2)
8. **NOTE: IF THERE IS A CHECK BALL IN THE COOLER LINE, IT MUST BE BYPASSED**—ATTACH HOSE WITH BLUE CIRCLE (THIS IS THE PRESSURE LINE) **TO THE RETURN LINE FROM THE COOLER** (SEE PAGES 13, 14 & 15 FOR RETURN LINE LOCATION)
IMPORTANT: IF THERE IS A CHECK BALL IN THE COOLER LINE, IT MUST BE BYPASSED!!!
9. ATTACHED THE HOSE WITH THE RED CIRCLE TO THE OTHER LINE
10. **HOOKING UP SHOP AIR SUPPLY:** ATTACH MALE FITTING THAT MATCHES YOUR QUICK COUPLER AIR HOSE TO 1/4" COUPLER ON RIGHT SIDE OF MACHINE (SEE FIGURE 3) THEN ATTACH AIR HOSE . **ALWAYS:** USE AN AIR SUPPLY OF A MIN. OF 110 PSI AND A MAX OF 140 PSI TO OPERATE THE MACHINE. (NOTE: PRESSURE GUAGE READS OIL PRESSURE LEAVING MACHINE WHICH WILL BE LESS THEN AIR SUPPLY PRESSURE)
NOTE: MACHINE MUST HAVE AIR SUPPLIED TO IT AT ALL TIMES WHILE IN USE!
11. MAKE SURE MAIN POWER SWITCH (#1) (SEE FIGURE 1) IS IN THE OFF POSITION
12. PLUG POWER CORD DIRECTLY INTO 110 VOLT (**20 AMP**) GROUNDED OUTLET. **DO NOT USE AN EXTENSION CORD!**
13. REMOVE T-NUT ON 28 MICRON SCREEN HOUSING (SEE FIGURE 4) AND REMOVE THE CAP



FIGURE 2

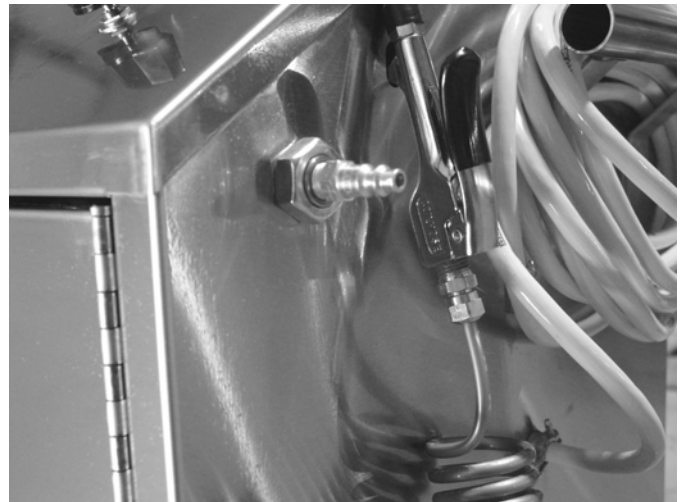


FIGURE 3



FIGURE 4

GETTING STARTED

14. MAKE SURE 28 MICRON SCREEN IS CLEAN BY LOOKING AT IT AGAINST A BACKGROUND OF LIGHT AND TILTING BACK AND FORTH. WHERE YOU CAN SEE LIGHT THRU THE SCREEN, IT IS CLEAN. THE DARK AREA'S , ARE THE ACCUMULATION OF MINUTE PARTICLES. TO CLEAN, AGITATE BACK AND FORTH IN A SOLUTION OF DISH SOAP & WATER. THEN BLOW OUT THE 28 MICRON SCREEN WITH AN AIR NOZZLE TILL DRY FROM THE BACK SIDE. (THE BACK SIDE IS THE SIDE THAT DOES NOT HAVE NUMBER'S ON THE CENTER RUBBER GASKET) REPLACE THE 28 MICRON SCREEN IN HOUSING **SO THAT THE NUMBERS ON THE CENTER RUBBER GASEKET ARE FACING UP.** REPLACE THE CAP AND TIGHTEN T-NUT, **SO OIL DOES NOT LEAK FROM HOUSING, WHILE RUNNING**
15. REPLACE COVER AND CLOSE LID
16. **OPTIONAL:** TO PRE-HEAT THE OIL CONNECT THE ENDS OF THE TWO 8' HOSES TO THE PRE-HEAT ATTACHMENT. (SEE FIGURE 5) TURN THE PUMP SWITCH ON AND RUN THE MACHINE TILL IT REACHES DESIRED TEMPERATURE. TURN PUMP SWITCH OFF. PRESS & HOLD CLEAN OUT SWITCH (#3) (FIGURE 1) FOR 5 TO 10 SECONDS. DISCONNECT HOSE FROM THE PRE HEAT ATTACHMENT AND CONTINUE.
17. SELECT THE PROPER FITTING FOR THE VEHICLE AND CONNECT THE BLUE LINE TO THE RETURN LINE FROM THE COOLER AND THE RED LINE TO THE INPUT LINE OF THE COOLER.
18. SELECT 30 MINUTE TIMER OPERATION (SWITCH #5) (SEE FIGURE 1)
19. TURN PUMP ON & MAKE NOTE OF FLOW RATE ON THE FLOWMETER (#11) (SEE FIGURE 1) SO YOU CAN MONITOR PROGRESS OF FLOW RATE, **STOP FLUSHING AFTER 15 MINUTES BECAUSE SCREEN MAY FILL UP QUICKLY!**
20. NOTE THE FOLLOWING STATEMENTS THEN CONTINUE WITH STEP 23 UNDER NORMAL OPERATING CONDITIONS.
21. **ATTENTION: PUMP MAY SHUT OFF IF SCREEN BECOMES FILLED WITH EXCESSIVE DEBRIS. THOUGH THIS IS DESIGNED TO PROTECT THE SCREEN, IT SHOULD NOT BE RELIED UPON AS AN AUTO SHUT OFF. IF SCREEN BECOMES DAMAGED THEY COST \$80 TO REPLACE!**
22. **NOTE: IF PUMP DOES SHUT OFF BECAUSE OF EXCESSIVE DEBRIS,** TURN OFF MAIN POWER SWITCH (#1), "TAP" THE CLEAN OUT BUTTON (#3) (FIGURE 1) 6 TIMES TO PURGE OIL FROM FILTER HOUSING. **DO NOT HOLD DOWN , CONTINUE WITH STEP #24**
23. PRESS & HOLD CLEAN OUT SWITCH (#3) (FIGURE 1) FOR ABOUT 5 TO 10 SECONDS
24. REMOVE T-NUT FROM 28 MICRON SCREEN HOUSING AND REMOVE CAP
25. REMOVE 28 MICRON SCREEN
26. EXAMINE SCREEN FOR DEBRIS IF DEBRIS IS PRESENT, CLEAN PER INSTRUCTIONS IN STEP 14. REPLACE & CONTINUE TO FLUSH
27. INSPECT AND CLEAN THE SCREEN EVERY 20 TO 30 MINUTES UNTIL SCREEN COMES OUT CLEAN

PRE-HEAT HOOK UP

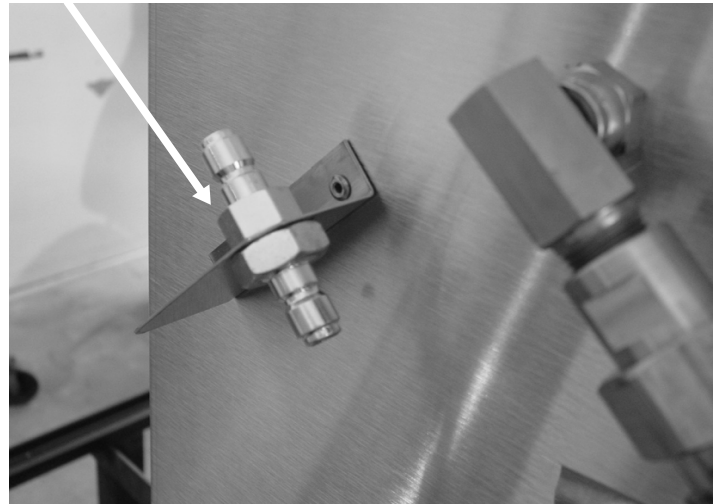


FIGURE 5



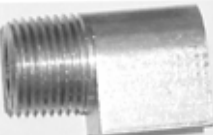
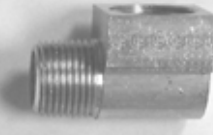
MAINTENANCE

- Sonically clean 28 micron screen every 100 flushes
- Replace 28 micron screen at least once a year
- Change the secondary tank filter after 30 flushes or 20 hours of operation
- Change the ATF in the reservoir after 50 to 60 flushes or 35 to 40 hours of operation

TO CHANGE OIL

- Splice the ends of the blue and the red 8' hoses together either at the pre-heat attachment (with quick connect kit) or leave both lines hooked up to a cooler.
- Locate drain hose and open the valve at the end
- Drain oil into your waste oil container
- Turn on the pump switch while holding the drain hose in the waste oil container
- When fluid stops, turn off the pump switch and close the valve on the drain hose

Standard Fittings

PART NO.	PICTURE	FITTING	USED FOR...	HOW TO USE..
F-1115		1/4 FPT	CONVERSION ADAPTOR- CONVERTS ANY 1/4" FPT OEM FITTING TO A 3/8" INVERTED FLARE	INSERT PART # 38IF38M90 INTO HOSE END, THEN INSERT F-1115, THEN INSERT FITTING TO BE ADAPTED (SEE FIGURE 12)
F-1125		14 MM BANJO	FORD AND FOREIGN	INSERT PART # 38IF38M90 INTO F-1125, USE FACTORY BOLT AND SEAL WASHERS TO ATTACH TO FITTING (SEE FIGURE 10)
F-1120		16 MM BANJO	FORD AND FOREIGN	INSERT PART # 38IF38M90 INTO F-1125, USE FACTORY BOLT AND SEAL WASHERS TO ATTACH TO FITTING (SEE FIGURE 8)
516IF516HB		5/16 INVERTED FLARE X 5/16 HOSE BARB	CHRYSLER, FORD, GM , FOR- EIGNS WITH HOSES	INSERT PART # 516IF14M90 INTO 516IF516HB TO HOSE (SEE FIGURE 11)
516IF38HB		5/16 INVERTED FLARE X 3/8 HOSE BARB	CHRYSLER, FORD, GM , FOR- EIGNS WITH HOSES	INSERT PART # 516IF14M90 INTO 516IF38HB TO HOSE (SEE FIGURE 9)
516IF14M90		5/16 INV FLARE X 3/8 MPT 90 DE- GREE	ALL 5/16 FLARED LINES, CHRYSLER, GM, FORD	HOSE END TO 516IF14M90 TO TRANS- MISSION LINE (SEE FIGURE 9)
38IF38M90		3/8 INV FLARE X 3/8 MPT 90 DE- GREE	CHRYSLER, GM	HOSE END TO 38IF38M90 TO TRANSMISSION LINE
12IF38M90		1/2 INV FLARE X 3/8 MPT 90 DE- GREE	CHRYSLER	HOSE END TO 12IF38M90 TO TRANSMISSION LINE (SEE FIGURE 10)
38F38M		3/8 MPT TO 3/8 MALE FLARE	CHRYSLER	HOSE END TO 38F38M TO TRANSMISSION LINE
12F38M		1/2 FLARE TO 3/8 MPT	CHRSLER	HOSE END TO 12F38M TO TRANSMISSION LINE










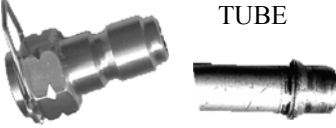
Quick Connect Fitting Set

(Optional) Can be ordered at 1-800-852-5713

PART #	PICTURE	FITTING	USED FOR...	HOW TO USE...
HF111		1/4 FPT	CONVERSION ADAPTOR- CONVERTS ANY 1/4" MPT OEM FITTING TO A QUICK CONNECT	CONNECT HF111 TO OEM FITTING TO BE CONVERTED, CONNECT OEM FIT- TING TO LINE, COUPLE HOSE TO QUICK CONNECT
HF106		14 MM BANJO	FORD AND FOREIGN	CONNECT HF106 TO LINE USING FAC- TORY BOLT AND SEAL WASHER TO ATTACH FITTING, CONNECT HOSE TO QUICK CONNECTOR
HF107		16MM BANJO	FORD AND FOREIGN	CONNECT HF107 TO LINE USING FAC- TORY BOLT AND SEAL WASHER TO ATTACH FITTING, CONNECT HOSE TO QUICK CONNECTOR
HF108	 .310	5/16 HOSE BARB TO QUICK CON- NECT	CHRYSLER, FORD, GM , FOREIGNS WITH HOSES	CONNECT HF108 TO HOSE, MUST USE HOSE CLAMP ON HOSE, CON- NECT FLUSHER HOSE TO QUICK CONNECT
HF109	 .370	3/8 HOSE BARB TO QUICK CONNECT	CHRYSLER, FORD, GM , FOREIGNS WITH HOSES	CONNECT HF109 TO HOSE, MUST USE HOSE CLAMP ON HOSE, CON- NECT FLUSHER HOSE TO QUICK CONNECT
HF100		5/16 INV FLARE TO QUICK CONNECT	ALL 5/16 FLARED LINES, CHRYSLER, GM, FORD	CONNECT HF100 TO TRANSMISSION LINE THEN CONNECT TO HOSE END
HF101		3/8 INV FLARE TO QUICK CONNECT	CHRYSLER, GM	CONNECT HF101 TO TRANSMISSION LINE THEN CONNECT TO HOSE END
HF102		1/2 INV FLARE TO QUICK CONNECT	CHRYSLER	CONNECT HF102 TO TRANSMISSION LINE THEN CONNECT TO HOSE END
HF103		3/8 M FLARE TO QUICK CONNECT	CHRYSLER	CONNECT HF103 TO TRANSMISSION LINE THEN CONNECT TO HOSE END

Quick Connect Fitting Set

(Optional) Can be ordered at 1-800-852-5713

HF104		1/2 FEMALE LARE TO QUICK CONNECT	CHRYSLER	CONNECT HF104 TO TRANSMISSION LINE THEN CONNECT TO HOSE END
HF105		3/8 FEMALE FLARE TO QUICK CONNECT	CHRYSLER	CONNECT HF105 TO TRANSMISSION LINE THEN CONNECT TO HOSE END
HF110		1/2" HOSE BARB TO QUICK CONNECT	CHRYSLER, FORD	CONNECT HF110 TO TRANSMISSION LINE THEN CONNECT TO HOSE END
HF112				FEMALE RECEIVER FOR ALL COUPLINGS
HF113	 TUBE	3/8 FEMALE PUSH IN TUBE TO QUICK CONNECT	CHRYSLER, FORD	CONNECT HF113 TO TRANSMISSION LINE THEN CONNECT TO HOSE END
HF114		1/2 FEMALE PUSH IN TUBE TO QUICK CONNECT		CONNECT HF 114 TO TRANSMISSION LINE THEN CONNECT TO HOSE END
HF115		3/8 MALE PUSH IN TUBE TO QUICK CONNECT	CHRYSLER, FORD	CONNECT PUSH IN TUBE TO COOLER FITTING THEN CONNECT TO HOSE END
HF116		1/2 MALE PUSH IN TUBE TO QUICK CONNECT	CHRYSLER	CONNECT PUSH IN TUBE TO COOLER FITTING THEN CONNECT TO HOSE END
HF117		3/8 M FLARE TO 3/8 FEMALE PUSH IN	CHRYSLER	REMOVE HOSE WITH CHECK BALL, INSTALL JUMP HOSE
HF118		1/2 M FLARE TO 1/2 FEMALE PUSH IN	CHRYSLER	REMOVE HOSE WITH CHECK BALL, INSTALL JUMP HOSE
HF119		3/8 MPT TO 1/2 FLARE INCOOLER CHECK VALVE BY-PASS COMMINS DIESEL		
HF120	 TUBE	3/8 PUSH IN TUBE— NOTE: GROVES (NEW STYLE)	CHRYSLER, GM	

FITTING ADAPTATIONS FOR STANDARD SET

FIGURE 8

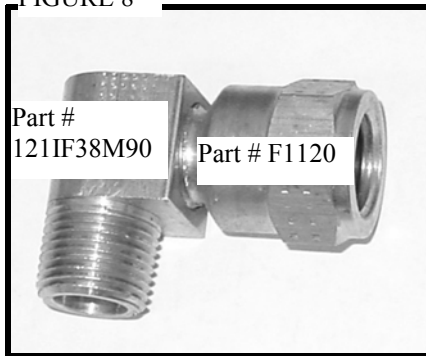


FIGURE 9

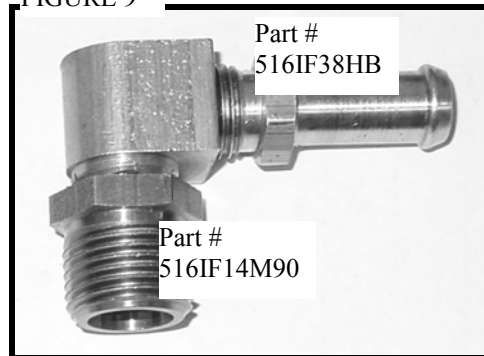


FIGURE 10

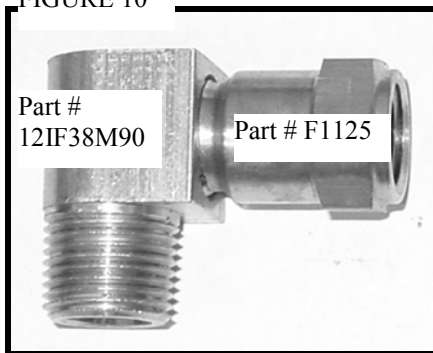


FIGURE 11

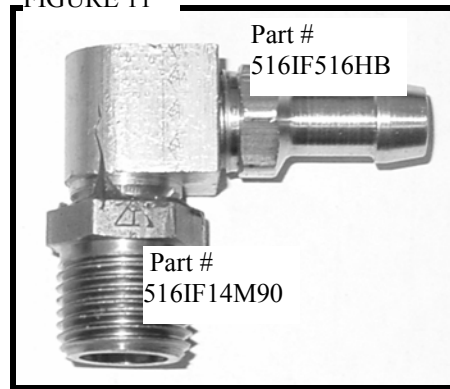
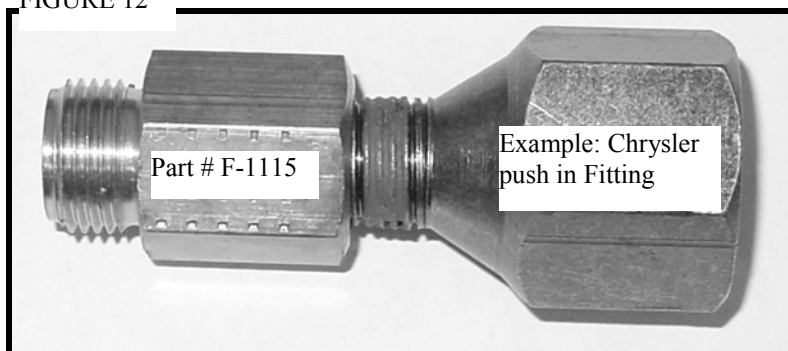


FIGURE 12



RETURN LINE LOCATION GUIDE

Application	Transmission Type	Return Line Location
ACURA	2&3 Shaft	NEAR DIFFERENTIAL
BMW	4L30E	REAR LINE
BMW	BORG WARNER T65,T66	REAR LINE
BMW	ZF 3HP22	DRIVERS SIDE
BMW	ZF 4HP22	BOTTOM LINE
BMW	ZF 4HP22EH (Electronic)	BOTTOM LINE
BMW, PEUGOT	ZF22	DRIVER'S SIDE LINE
BORG WARNER	BW 8&12 Cast Iron Case	REAR LINE
BORG WARNER	T35 Aluminum Case	REAR LINE
CHRYSLER, PLYMOUTH, DODGE	404	TOP LINE
CHRYSLER, PLYMOUTH, DODGE	KM170	OUTER LINE
CHRYSLER, PLYMOUTH, DODGE	T6	REAR LINE
CHRYSLER, PLYMOUTH, DODGE	T8	REAR LINE
CHRYSLER/JEEP	A340E	REAR LINE
CHRYSLER/JEEP	A404,413,470,670	TOP LINE
CHRYSLER/JEEP	A45RFE	LOWER LINE
CHRYSLER/JEEP	A500/42-44RE	REAR LINE
CHRYSLER/JEEP	518/46RE,618/47RE	REAR LINE
CHRYSLER/JEEP	A604	FRONT LINE
CHRYSLER/JEEP	A606	TOP LINE
CHRYSLER/JEEP	A904,A727	REAR LINE
CHRYSLER/JEEP	F4A & W4A 30 SERIES	INNER LINE (Closest to Differential)
CHRYSLER/JEEP	KM 170 & F4A20 SERIES	OUTER LINE (Furthest from Differential)
DATSUN, FIAT, FORD, ISUZU, JAGUAR		
DODGE TRUCK	47RE	BOTTOM LINE
FORD	4F20E	REAR LINE
FORD	4R100	REAR LINE
FORD	4R44E, 4R55E, 5R55E,5R55N	TOP LINE
FORD	A4LD	TOP LINE
FORD	AODE, 4R70W	TOP LINE
FORD	AX4N	BOTTOM LINE
FORD	AXOD, AXODE/AX4S	BOTTOM LINE
FORD	CD4E	BELL HOUSING LINE (Directly Below Pressure Taps)
FORD	CRUISE SMALL, MED. & LARGE CASE	REAR LINE
FORD	E4OD	REAR LINE
FORD	F4AEL	PUMP END
FORD	G4A-CL,IIL, FEL	PUMP END
FORD, LINCOLN, MERCURY	AOD	BOTTOM LINE
FORD, LINCOLN, MERCURY	C3	REAR LINE
FORD, LINCOLN, MERCURY	C4	REAR LINE
FORD, LINCOLN, MERCURY	C6	REAR LINE
FORD, MERCURY	ATX	PUMP END
FORD, MERCURY	FMX	REAR INE
FORD, MERCUTY, DATSUN, MAZDA	JATCO	REAR LINE
GM	300	TOP LINE
GM	325	TOP LINE
GM	350	TOP LINE
GM	425	OUTER LINE
GM	475	TOP LINE
GM	131L	REAR LINE

RETURN LINE LOCATION GUIDE

Application	Transmission Type	Return Line Location
GM	200 R-4	BOTTOM LINE
GM	250, 250C, 350, 350C	TOP LINE
GM	300 TURBINE	TOP LINE
GM	325-4L	TOP LINE
GM	440T4, 4T60E	BOTTOM LINE
GM	4L30E	REAR LINE
GM	4L80E 1991 TO 1996	BOTTOM LINE
GM	4L80E 1997 AND UP	REAR LINE
GM	4T40E	LOWER LINE
GM	4T80E	LINE ON Barrel of Case
GM	700R4, 4L60E	TOP LINE
GM	700-RH	TOP LINE
GM	JR4R01A "Heavy Duty" Truck	REAR LINE
GM, ISUZU TRUCK, OPEL	200	BOTTOM LINE
GM, ISUZU, OPEL	125	TOP LINE
GM, OPEL, ROVER	180	REAR LINE
GM, Some JEEP, JAGUAR	400	TOP LINE
GM, GEO, SATURN		NEAR FILTER
GM, GEO, SATURN	Aluminum Powerglide	TOP LINE
GM, GEO, SATURN	AT 540 Series Allison	REAR LINE
GM, GEO, SATURN	MT 600 Series Allison	REAR LINE
GM, GEO, SATURN	SPRINT/MX17	BOTTOM LINE
HONDA	2 & 3 Shaft	NEAR DIFFERENTIAL
HYUNDAI	A4AF1	INNER LINE (Closest to Differential)
HYUNDAI	F4A & W4A 30 Series	INNER LINE (Closest to Differential)
HYUNDAI	KM 170 & F4A20 Series	OUTER LINE (Furthest from Differential)
ISUZU	03-70 SERIES	REAR LINE
ISUZU	30-8OLE (A340)	REAR LINE
ISUZU	4L30E	REAR LINE
ISUZU	JR4R01A "Heavy Duty" Truck	REAR LINE
MAZDA	CD4E/LA4AEL	BELL HOUSING LINE (Directly Below Pressure Taps)
MAZDA	E4N71B, L4N71B	REAR LINE
MAZDA	F3A	BOTTOM LINE
MAZDA	F4AEL	PUMP END
MAZDA	G4A-EL-HL-FEL	PUMP END
MAZDA	JATCO 3 SPEED	REAR LINE
MAZDA	N4AEL	REAR LINE
MAZDA	R4AEL, R4AXEL	REAR LINE
MAZDA, MITSUBISHI, DATSUN		
MERCEDES	4 BOLT PAN	DRIVERS SIDE
MERCEDES	6 BOLT PAN 3,4 & 5 SPEED	PASSENGER'S SIDE
MERCEDES		FRONT LINE
MITSUBISHI	F4A & W4A 30 SERIES	INNER LINE (Closest to Differential)
MITSUBISHI	JR4R01A "Heavy Duty" Truck	REAR LINE
MITSUBISHI	KM 170 & F4A20 SERIES	OUTER LINE (Furthest from Differential)
NISSAN / INFINITY	E4N718,L4N71B	REAR LINE
NISSAN / INFINITY	JATCO 3 SPEED/3N71B	REAR LINE
NISSAN / INFINITY	JR4R01A "Heavy Duty" Truck	REAR LINE
NISSAN / INFINITY	RE4F02A	REAR LINE
NISSAN / INFINITY	RE4F03A/V	REAR LINE
NISSAN / INFINITY	RE4F04A/V	REAR LINE

RETURN LINE LOCATION GUIDE

Application	Transmission Type	Return Line Location
NISSAN / INFINITY	RE4R01A	REAR LINE
NISSAN / INFINITY	RE4R03A	REAR LINE
NISSAN / INFINITY	RL3F01A,RN3FO1A	BOTTOM LINE
NISSAN / INFINITY	RL4F02A	REAR LINE
NISSAN / INFINITY	RL4F03A/V	REAR LINE
NISSAN / INFINITY	RL4R01A	REAR LINE
ROVER, TRIUMPH, VOLVO	T35	REAR LINE
SAAB	AW 50 42LE	BOTTOM FITTING (Below Side Pan)
SUBARU	4EAT (4SPEED)	REAR LINE
SUBARU	M41, M41A (3SPEED)	CASE LINE
SUBARU		
TOYOTA	40	
TOYOTA	2SP	REAR LINE
TOYOTA	3SP	REAR LINE
TOYOTA	A130,140,A240,A540 SERIES	REAR LINE
TOYOTA	A20,A30,A40 SERIES	REAR LINE
TOYOTA	A340 SERIES	REAR LINE
TOYOTA	A440F	REAR LINE
TOYOTA	A55, A55F	REAR LINE
VOLVO	AW & 03 70 SERIES	REAR LINE
VOLVO	AW & BW 55	REAR LINE
VOLVO	AW 50 42LE	BOTTOM FITTING (Below Side Pan)
VOLVO	BORG WARNER T35	REAR LINE
VOLVO	ZF 4HP22	BOTTOM LINE
VOLVO	ZF 4HP22EH (Electronic)	BOTTOM LINE