

SSR Transmission Cooler Installation

B&M 70266 - 20,500 BTU Cooler

- Please read these instructions all the way through before beginning.
- The fittings on the radiator end of the new hoses are “swivel” type and can be twisted on the hose to align the angled fittings correctly. This will eliminate any unwanted twists in the hoses. They are shipped in approximately the right position.

Tools Recommended:

- 10mm socket and ratchet
- 10mm box or open end wrench
- Needle-nosed pliers
- Scribe

Before starting:

- Using my “Fascia Removal Instructions”, remove and safely store the front fascia.

Procedure:

1. The transmission cooler is shipped with the clamps and brackets installed in the correct positions. The Two upper brackets are flexible stainless to accommodate the movement between the body and frame of the SSR.



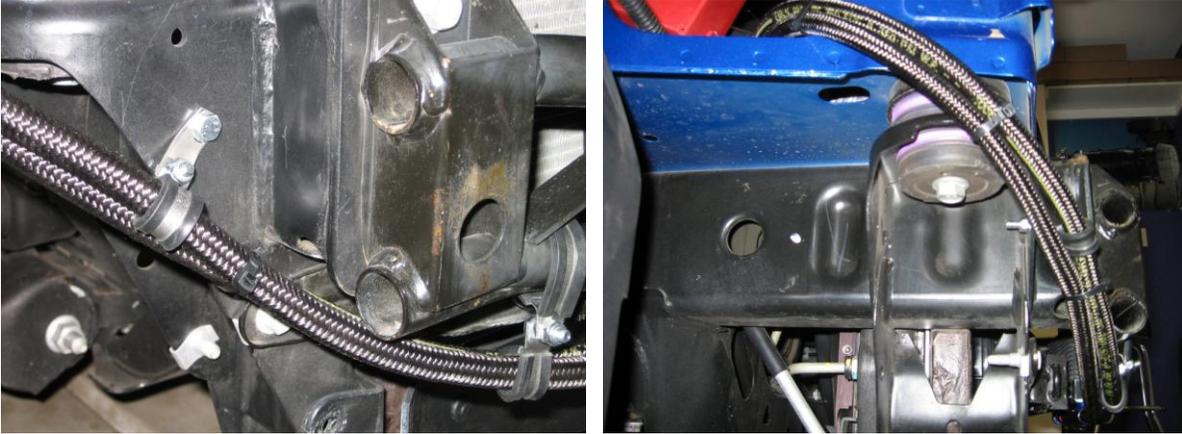
2. Transfer the 2 clamps from the cooler to the lower crash bar. Note that the orientation of the clamps is maintained. **DO NOT remove the upper brackets from the cooler.**
3. Remove the two lower bolts from the black brackets on the body cross-member and install the cooler with the stainless straps. Attach to the lower mounts and center the cooler before tightening all the hardware. Everything should “float” a little to accommodate the frame to body motion.



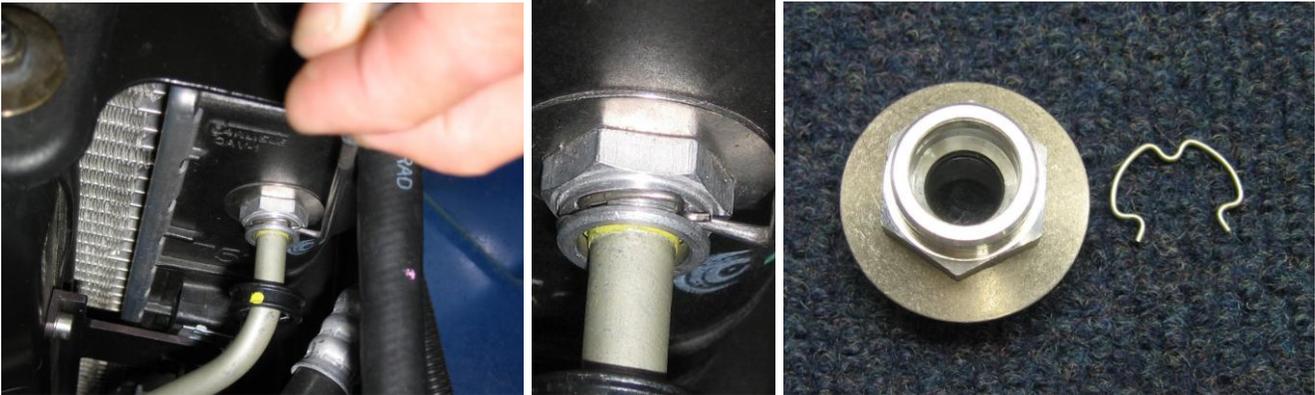
4. Transfer the in-line clamp to the passenger side of the lower crash bar. You will find the clamp has a lock nut separating the two clamps. Leave this in place.



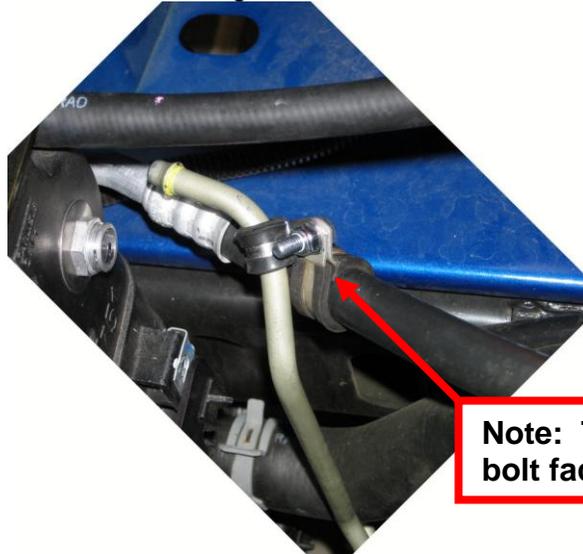
5. Install the twisted bracket to the forward frame-to-body mount point. The bracket goes on the forward side of the mount with the bolt protruding aft. The lines should now be into the engine compartment through the large opening.



6. Remove the upper transmission cooler line from the radiator. This can be accomplished by sliding back the black locking cover and pulling the retaining clip out of the fitting. This is where the scribe comes in handy. Note the photo of the clip and fitting below.

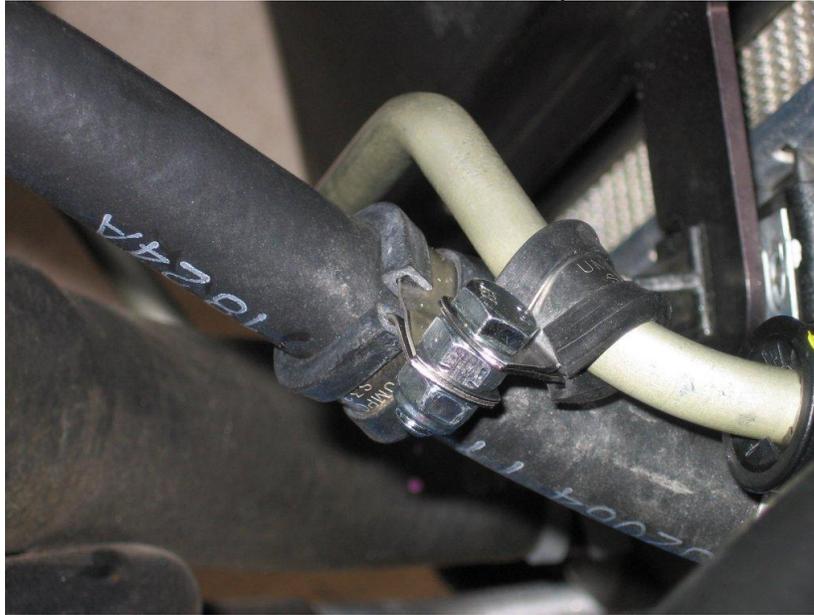


7. Using your hands, carefully twist the upper fluid line about 30 degrees toward the right side of the truck. It should be pointed to miss the radiator tank and will have the end actually parallel with the air conditioning hose.

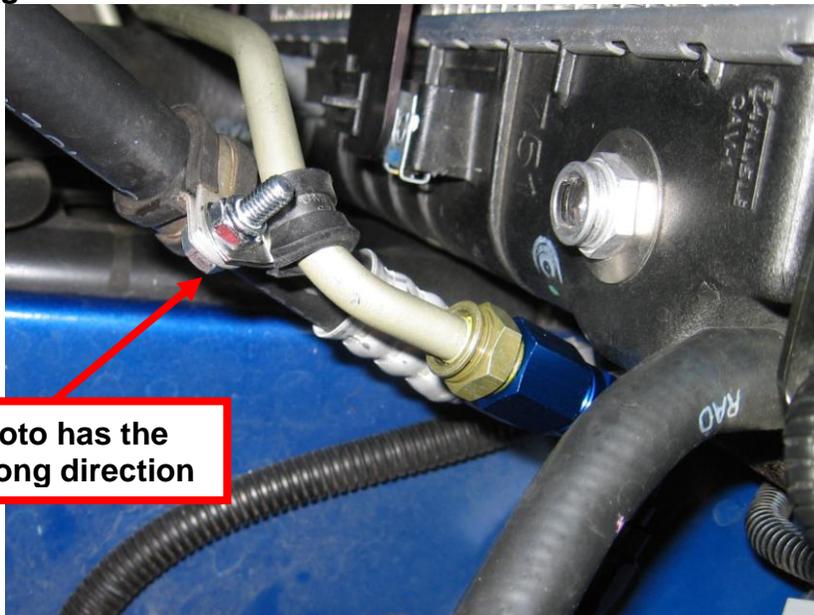


Note: This old photo has the bolt facing the wrong direction

- Using the two clamps in a “butterfly” configuration, attach the transmission cooler line to the air conditioning hose. I have included a middle nut to ease installation, but if you can master the assembly of the two clamps and no middle nut, (using the needle nosed pliers) it will fit the best. My photo was taken with the middle nut for clarity. It’s your choice on how hard you want to work at it here. It’s the hardest part of the installation.

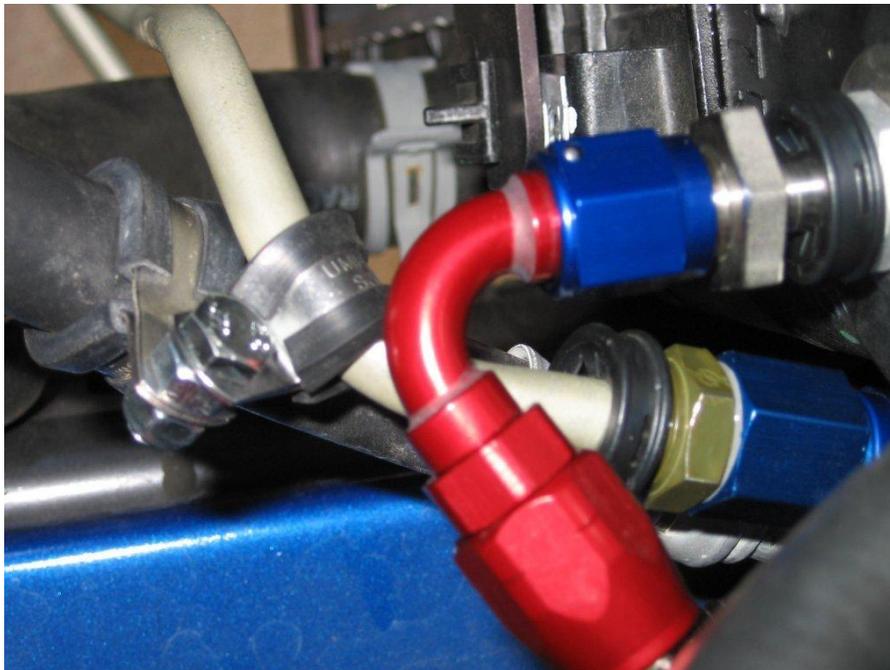


9. Snap the female connector onto the transmission cooler line. Be sure that the clip is fully seated. Slide the black locking cover over the clip. **Note: This photo does not have clip or locking cover shown.**



Note: This old photo has the bolt facing the wrong direction

10. Snap the male connector into the radiator fitting. Be sure that the clip is fully seated. Slide the black locking cover over the clip.



11. Check to be sure that the lines and clamping are positioned so that they do not rub on any metal edges. Adjust clamping and brackets as needed. Recheck all hardware for security, start your truck and check for leaks.

12. Re-install fascia.

You are now an expert.

My best regards,

Mike

P.S. Be sure to recheck for any fitting seepage in about 100 miles. I have pressure tested the system and all fittings. I used some silicone lube when building the hoses, but they should be oil free. If they are not, contact mike@simple-engineering.com.