



Installation Instructions

Transmission Fluid Consistency System (TFC System)

(see www.bmracing.com for the latest technical product information)

Part Number 70355

©2005 by B&M Racing and Performance Products

INTRODUCTION

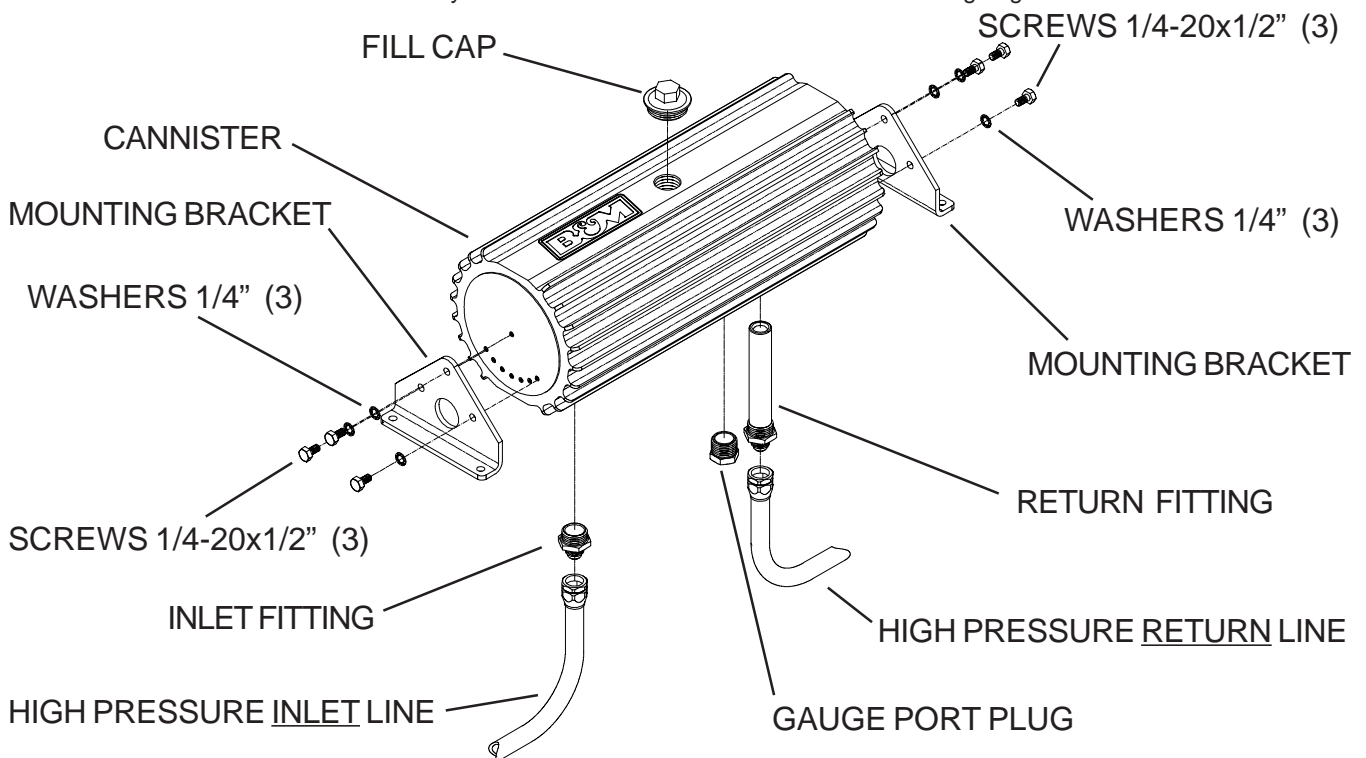
The B&M TFC System is designed to assist in maintaining constant transmission fluid temperatures under adverse drag racing conditions and to increase fluid capacity in heavy duty and towing applications.

The TFC System cannister must be used in conjunction with a transmission cooler, such as the B&M SuperCooler #70266, #70273 or #70274; and a transmission temperature gauge to properly monitor the transmission fluid temperature. Ideal operating temperature of automatic transmission fluid is 160° - 200° F. Maintaining the proper temperature will prolong the life of the transmission as well as enhance the consistency of the vehicle. When installed the TFC System cannister will

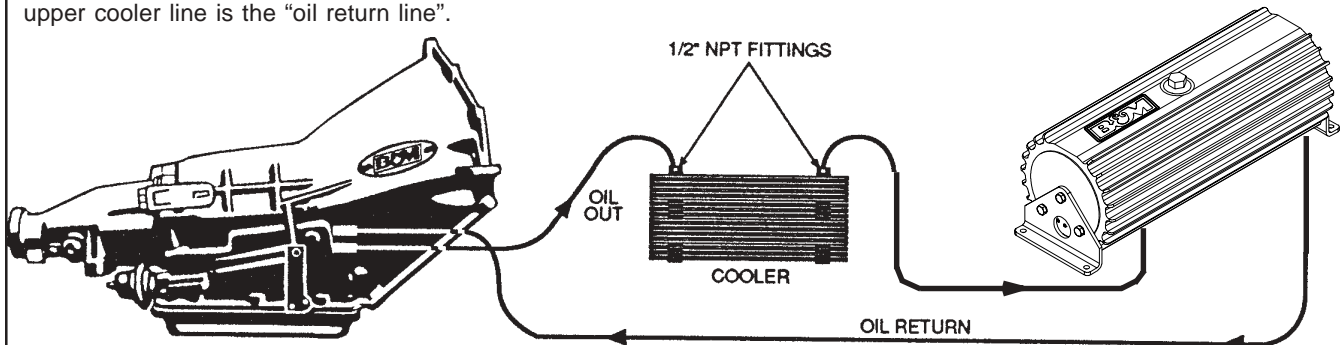
provide four additional quarts of transmission fluid capacity to the transmission and converter. Additional fluid capacity will substantially improve the systems ability to maintain constant fluid temperature even in late rounds of hot lapping at drag races and assist fluid cooling when climbing mountainous highways and steep grades.

INSTALLATION

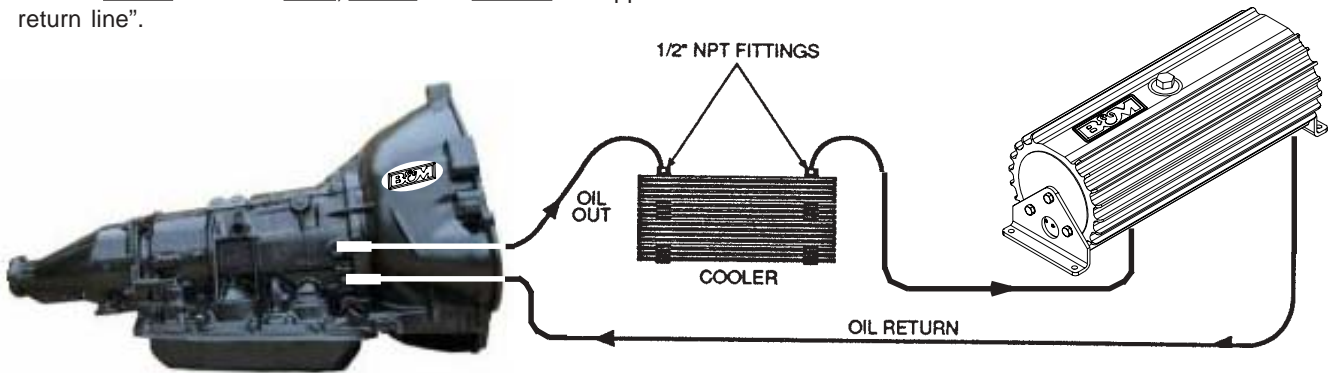
The TFC System cannister is a pressurized fluid reservoir and is not just an additional sump. **High pressure hose lines or hard lines must be used with this TFC System!** Minimum fitting and hose size must be 1/4" minimum I.D. for hard lines or #6 for braided lines. If smaller lines are utilized it may restrict the lube oil flow going back into the transmission.



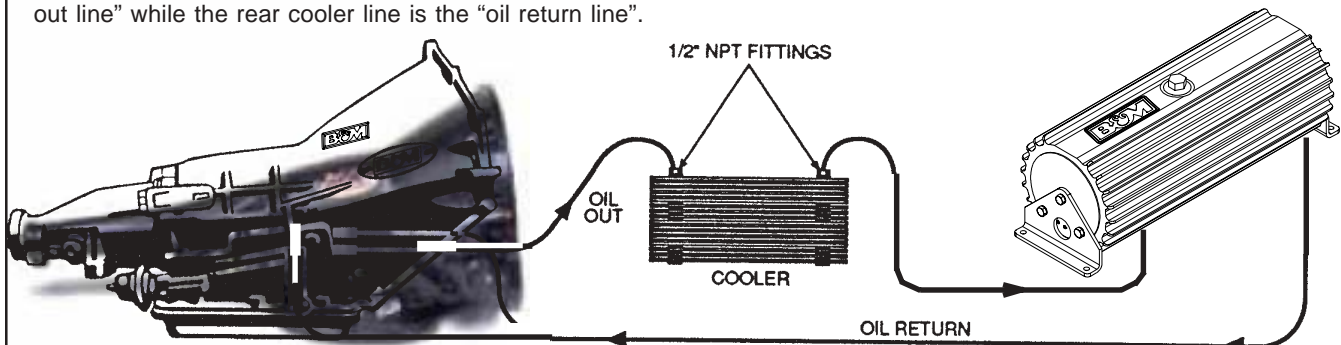
On GM TH-400, TH-350, TH-700R4, 4L60, 4L60E and Powerglides the lower cooler line is the "oil out line" while the upper cooler line is the "oil return line".



On GM 4L80E and Ford AOD, AODE and 4R70W the upper line is the "oil out line" while the lower cooler line is the "oil return line".



On Ford C4, C6, E4OD, 4R100 and Chrysler TF904, TF727, A500, A518, A618 and 48RE the front cooler line is the "oil out line" while the rear cooler line is the "oil return line".



Use Teflon tape or suitable sealing compound on the threads of the fittings you use to prevent leaks. Remember this is a pressurized system which may see 125 psi.

The Fill plug at the top of the TFC System is only used to "top off" the entire lube system and to be certain there is no air pocket. **DO NOT unscrew the fill plug when the vehicle engine is running! Purge air after the engine has been shut off.**

The TFC System cannister is supplied with mounting brackets to mount it to your vehicle. Tabs should be welded onto the vehicle at the mounting position you have selected. This will allow the use of proper fasteners such to mount the TFC System cannister to your vehicle.

The TFC System Cannister is drilled and tapped for a transmission temperature gauge. If a gauge is not utilized, install the supplied gauge port plug into the hole and tighten securely.

When plumbing the TFC System cannister be sure to leave enough room for access to the fittings for easy removal and servicing. Be sure all lines and fittings are routed away from hot exhaust and any moving components. Caution: Before installing fittings into ports be certain to use an anti-seize compound on the threads. Installing aluminum fittings into the ports without anti-seize compound will damage the threads on the TFC system and the fittings.

The TFC System includes:

Cannister	(1)
Mounting Brackets	(2)
Screws 1/4-20x1/2"	(6)
Washers 1/4"	(6)
Gauge Port Plug	(1)
Inlet Fitting	(1)
Return Fitting	(1)
Fill Cap	(1)