

This unit will not work...

...unless these guidelines are followed.

Your new Turbo Tank Flusher is covered against factory defects by a limited 12-month warranty from the date of invoice. This warranty does not apply to any products damaged by improper installation, failure to follow instructions, shipping accidents, misuse, or alterations/repairs not performed or authorized by G-TEC.

You Must

- NEVER plug the heater and motor cords into a wall outlet that has anything else plugged into it.
- NEVER plug the heater and/or motor cord into an extension cord.
- ALWAYS place the fluid purge hose in an EPA-approved oil waste container before operating the flusher to prevent fluid spills.
- Before starting or engaging the motor for flushing and purging, be certain that the ATF in the tank has reached about 120° F.
- NEVER raise the psi higher than 125 as this will cause damage to the motor, pump, and/or the vehicle's cooling system.
- Do NOT use mineral spirits, solvents, or any volatile liquid in the flusher!

FYI

G-Tec's complete warranty and all liabilities are VOID if mineral spirits or petroleum-based solvents are used in your Turbo Tank Flusher!

All newer model Cooler Line Flushers come with a preset heater. Do not attempt to adjust.

If the temperature ever exceeds 198° F, for your safety the float is designed to melt causing permanent loss of power to the heater until the float is replaced.

If the red light is on, the fluid level is *too low* in the tank and the heater will *not heat*. Refill the tank.

G-TEC is not responsible for any damages to the flusher or to the customer's facility or to operators when the instructions and warnings are not followed or heeded. All repairs/replacements will be at the customer's expense.

TTCF-7AR Cleaning Procedure

This machine uses hot ATF under pressure. Check the security of all hoses and connections before operation. Always wear safety glasses, gloves, and protective clothing. If you get ATF in your eyes or on your skin, rinse with water immediately.

WARNING

Improper use of this machine can result in burns and other serious injuries.

Always wear eye protection and protective clothing and follow all instructions in this booklet.

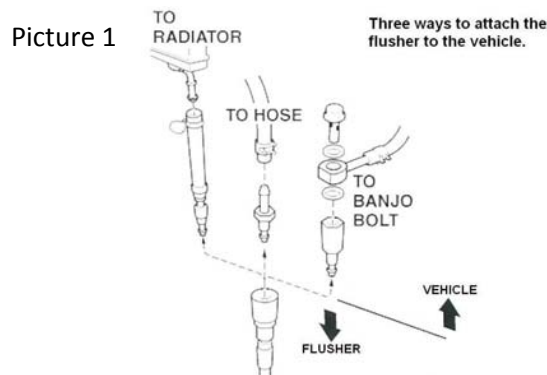
1. Plug the flusher's motor and heater cords into a 110 V (20 amp) grounded electrical outlet.

ATTENTION

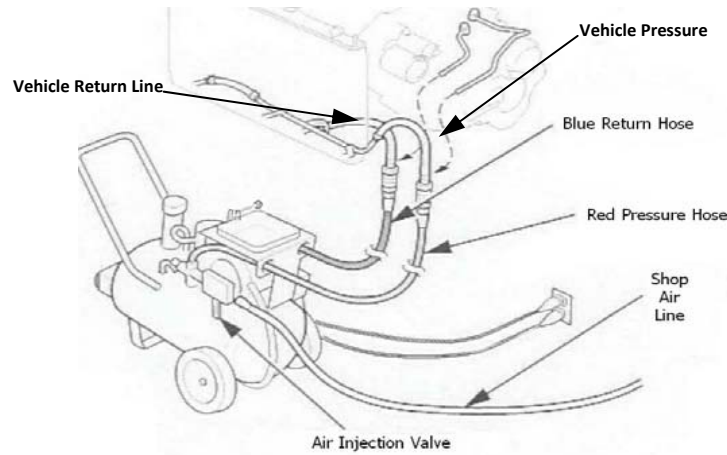
Make sure the outlet has nothing else plugged into it. Also NEVER plug the flusher into an extension cord or drop light cord; you would damage the unit.



2. Always turn on the heater toggle first. The **green** light will come on. If the **red** light is lit, see the Troubleshooting Guide (**Red** light on = No power to heater). Allow approximately 15 minutes for the flusher to reach an operating temperature of above 120° Fahrenheit.
3. Install the appropriate quick disconnect line adapters to the cooler inlet and outlet lines. (Picture 1 is an example of using a few of the adapters.) Connect the **blue** return hose to the cooler inlet line. Connect the **red** pressure hose to the cooler outlet line. *If there is any doubt about the inlet/outlet lines, refer to the Return Line Guide.



Picture 2



4. Connect a shop air hose to the air injection valve as seen in Picture 2. Make sure your shop air is between 90-100 psi.

ATTENTION

The quick connect fitting on the air injection valve has a one-way check ball to keep ATF from entering your shop's air system. Do NOT remove or replace this fitting. Attach the coupler provided with the flusher to your shop air if YOUR coupler is not compatible.

5. Secure the end of the fluid purge hose into an EPA-approved oil waste container.

ATTENTION

The pressure is very high and purging takes only a few seconds. Be sure to adequately secure the short purge hose into a container to prevent spills.

6. Turn the fluid purge handle to the Purge position (needle pointing toward the short purge hose). Turn on the motor toggle and purge the initial very dirty fluid. The amount you will need to purge will vary based on each vehicle and on your discretion (the average amount being between one pint and one quart). **ALWAYS** return the fluid purge handle to the Flush position (needle point away from the short purge hose) after each purge.

7. If the low fluid indicator (red) light comes on after purging the fluid, replenish ATF to the flusher tank.

8. If it is possible to back-flush the vehicle, set the reverser handle to the CYL 2 position connected to the vehicle's return line (out). If back-flushing is not possible, set the reverser handle to the CYL 1 position for a forward-flush.

ATTENTION

The best method for flushing out the cooler lines is to back-flush first. Some vehicles cannot be back-flushed due to a directional check ball that makes back-flushing impossible. In some cases, it is possible to temporarily remove the check valve, which will allow you to back-flush the system.

9. Turn on the motor toggle. Let the machine **back-flush** for 15 minutes.

10. While the machine is running, open the air injection valve to cause agitation, improving the flushing process.

11. To **forward-flush**, simply turn the reverser handle to the opposite setting and let the machine flush for 5 minutes.

12. Turn the reverser handle again to **back-flush** for another 15 minutes. At this point, monitor your flowmeter. Anything below 2 ½ gpm is not acceptable and indicates a restriction.

13. Turn off the motor toggle leaving the air injection valve open for at least 15 seconds to purge the lines of residual ATF, and then close the air injection valve.

14. Remove both spin on filters, install the check screens on top of the filters, and spin the filters back in place.

10. Turn on the motor and back-flush for 5 minutes.

11. Turn off the motor toggle. Inspect the check screens.

- If no debris is present, turn off the heater toggle. Flushing is complete.
- If debris is present, repeat the flushing process of back-flush for 15 minutes, forward-flush for 5 minutes, back-flush for 15 minutes and then re-insert the check screens to see if all debris has been removed.

ATTENTION

If you feel that you have flushed the vehicle completely and properly, but still see debris on the check screens, check these areas of the flusher:

- *Spin On Filters – Changing filters is integral to the flusher’s effectiveness. Filters should be changed every 100 flushes.*
- *Severe contamination of the holding tank and/or the flusher hoses.*

12. Make sure the motor and heater toggles are off. **NEVER** leave the heater on overnight. Disconnect the **red** pressure and **blue** return hoses from the vehicle cooler lines.

13. Install the male/male test coupling (provided in your domestic adapter kit) to connect the flusher hoses to prevent spills.

14. Unplug the flusher from the wall outlet.