

INSTALLATION INSTRUCTIONS

SUBJECT: ALLISON TRANSMISSION COOLER LINES

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FITMENT: 2001-2010 CHEVY/GMC (LB7, LLY, LBZ, LMM)

KIT P/N: FPE-TL-LB7-LLY, FPE-TL-LBZ-LMM

ESTIMATED INSTALLATION TIME: 3-4 Hours

KIT CONTENTS:

- Kit contents will vary based on the kit P/N.
- Not all parts included will be utilized, each kit contains extra fittings to allow for a variety of model years and cooler style configurations.

Item	Description	Qty
1	M22x1.5 to -10AN Setrab fitting (some oil coolers)	2
2	7/8"-14 O-ring to -10AN fitting	6
3	½" NPT to -10AN fitting (LB7, LLY only)	2
4	¾" -16 O-ring to -10AN fitting (LB7, LLY only)	2
5	Large OD washer	2
6	Double hose clamp ties (Qty 1 for LB7, LLY)	2
7	Locking cable ties	2
8	Transmission cooler line – 43" (short)	1
9	Transmission cooler line – 50" (medium)	1
10	Transmission cooler line – 72" (long)	1



WARNINGS:

- Use of this product may void or nullify the vehicle's factory warranty.
- User assumes sole responsibility for the safe & proper use of the vehicle at all times.
- The purchaser and end user releases, indemnifies, discharges, and holds harmless Fleece Performance Engineering, Inc. from any and all claims, damages, causes of action, injuries, or expenses resulting from or relating to the use or installation of this product that is in violation of the terms and conditions on this page, the product disclaimer, and/or the product installation instructions. Fleece Performance Engineering, Inc. will not be liable for any direct, indirect, consequential, exemplary, punitive, statutory, or incidental damages or fines cause by the use or installation of this product.

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PROCEDURE:

STEP 1: For trucks with standard OEM radiators assemble the large flat washers onto two of the 7/8"-14 O-ring to -10AN fittings (items 2 & 5).

- A. Remove the O-ring from the fitting.
- B. Place the large flat washer on the side where you removed the O-ring and replace the O-ring on the fitting.
- C. Install into the radiator, removing and replacing one fitting at a time.

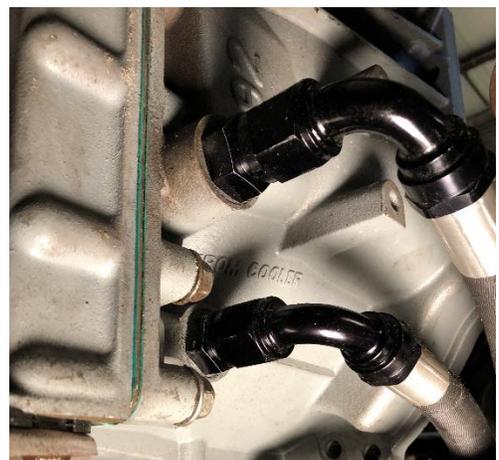
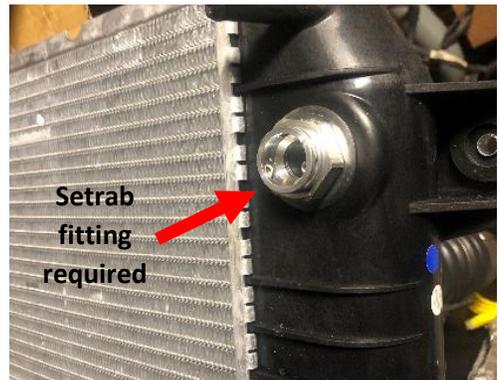
NOTE: Install and remove one fitting at a time on the radiator, removing both fittings at the same time may result in the internal cooler coming loose on the inside of the tank.

NOTE: Some OEM installations and aftermarket radiators will require use of the Setrab fittings (item 1). The presence of a large integral nut on the radiator indicates a Setrab fitting is required. Setrab fittings use a finer metric thread pitch (M22x1.5) and no large flat washer is necessary.

STEP 2: Install each of the fittings in the transmission and front mounted auxiliary cooler.

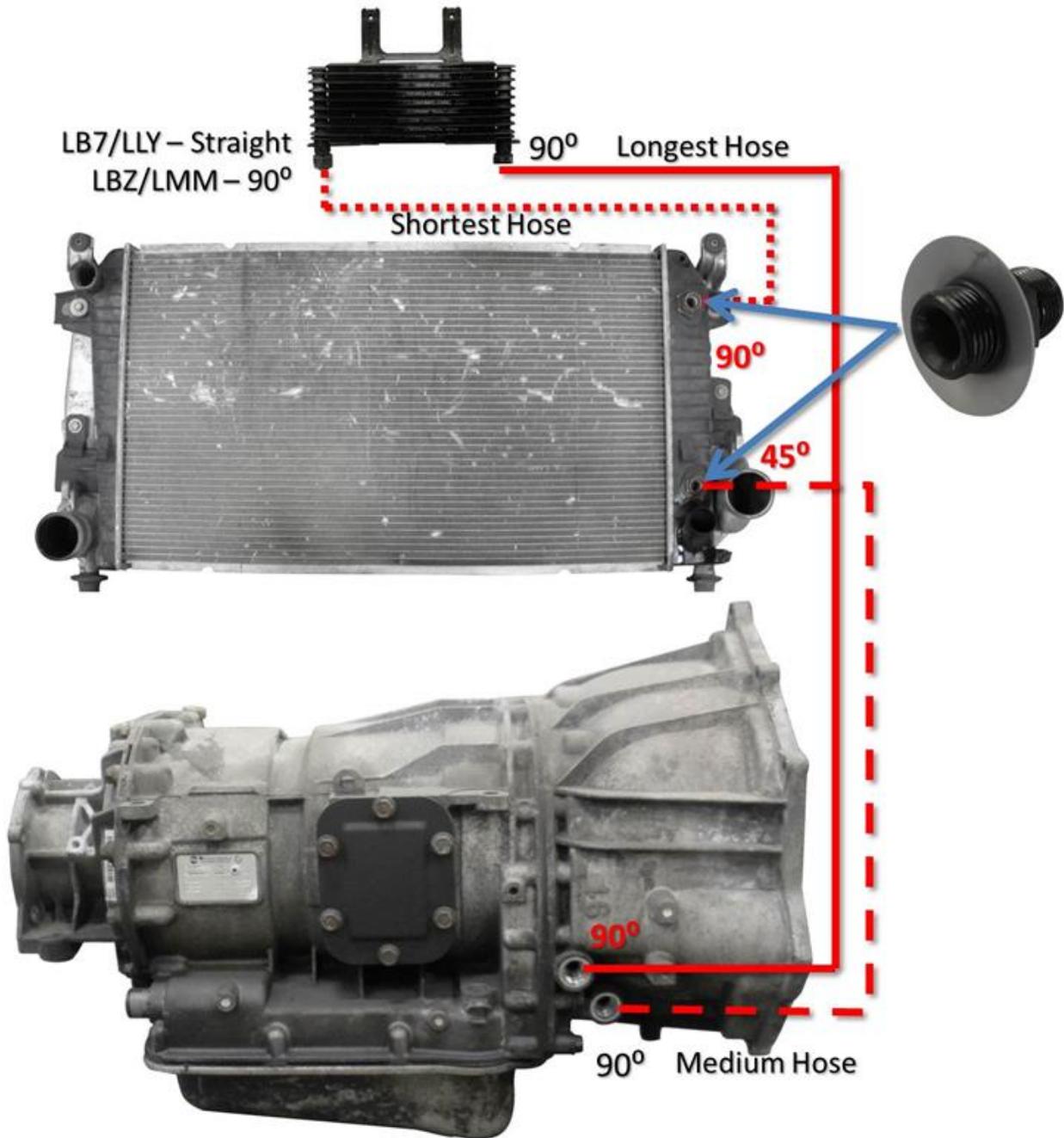
NOTE: For early LB7 trucks with 3/4"-16 ports on the passenger side of the transmission, use the supplied 3/4"-16 O-ring to fittings (item 4). Some LB7-LLY transmission coolers use (2) 1/2" NPT to -10AN fittings (item 3) which are included in the LB7-LLY kits. All other applications use the 7/8"-14 O-ring to -10AN fittings (item 2).

STEP 3: Install the transmission lines according to the figure on page 3 and routings shown on pages 4 & 5. Use the double hose clamp ties (item 6) and zip ties (item 7) to retain the hoses and prevent contact with rotating or high temperature components.



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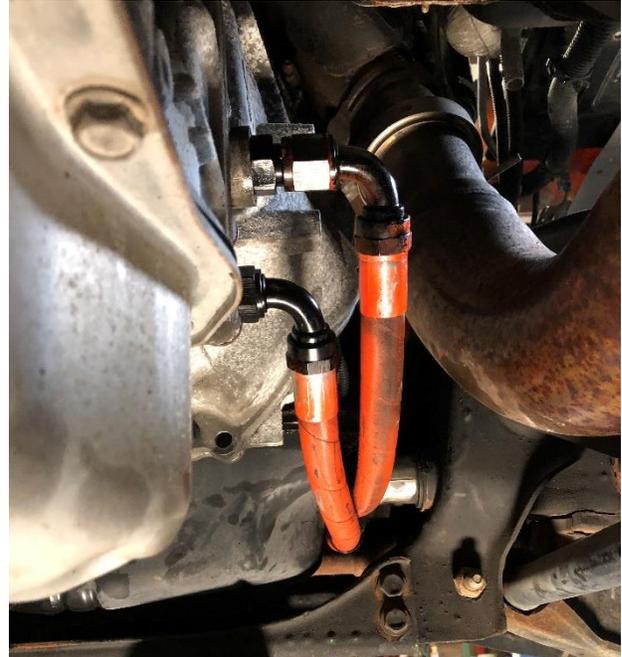
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RECOMMENDED LINE ROUTINGS

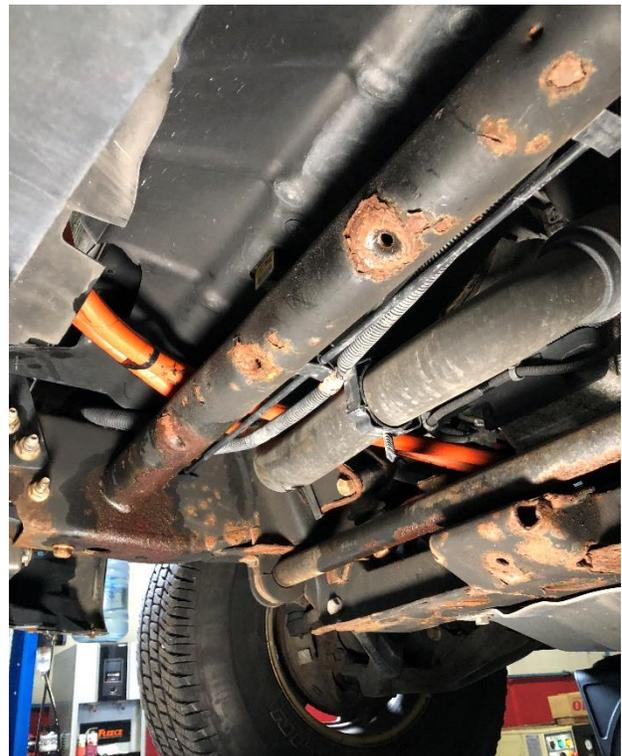
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NOTE: Lines are painted orange in the pictures for clarity

Lines should be routed with some droop to reduce any strain on the connections at the transmission. Route the lines along the right side (passenger side) of the engine oil pan, below the split-line. Use the provided dual hose ties to retain the hoses together.



Route the lines uniformly along the passenger side of the chassis, just inside the frame rails by approximately 6-12”.



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RECOMMENDED LINE ROUTINGS

NOTE: Lines are painted orange in the pictures for clarity

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The longest line should be routed to the right hand side (driver side) of the transmission cooler.

The shortest line is routed from the left side (passenger side) of transmission cooler to the top-side radiator fitting – see bottom image.



The medium length hose is routed from the transmission to the bottom-side radiator fitting. The 45 degree fitting is utilized on the radiator side, aligned slightly downward and toward the center of the chassis.

