

Receive a **FREE** LKQ Tool Bag

when you complete and return
the LKQ Warranty Registration
card below.

Tear along perforated edge



LKQ Warranty Registration

Installers – complete and return this card to activate your LKQ Powertrain warranty and receive a FREE LKQ tool bag – a \$15 value!

Shop Name: _____

Tech Name: _____ Telephone: _____

Address: _____

City: _____ State: _____ Zip code: _____

LKQ Plant Location: _____

LKQ INVOICE # _____ LKQ Salesperson _____

Vehicle Mileage _____

Please circle the appropriate answer which describes your agreement with the following statements:

Was the transmission delivered in a timely manner? Yes No

Was the transmission clean in appearance? Yes No

Did the transmission operate properly? Yes No

Were the tags attached to the transmission helpful? Yes No

Did you utilize the LKQ Product Support Team? Yes No

Would you recommend LKQ in the future? Yes No

Comments _____

by warranty). Many transmissions have more than one drain plug and you must be certain that all cavities are refilled. Some have an attached differential which must be filled separately or it will be dry and the differential will fail in short order.

12. Attachments

Inspect your flex plate to make sure it is not cracked and that the converter mounting pads are not worn out. The crankshaft pilot hole must be free of debris and a small amount of grease applied into the pilot hole will ensure the converter slides into place freely. In some cases the pilot bushing must be replaced. Every automatic transmission must have (2) alignment dowel pins in the back of the engine for proper centerline alignment, and any missing or damaged pins must be replaced prior to installation.

13. Connections

Inspect all wiring harnesses and connectors carefully as loose terminals and corrosion can cause a failure. Inspect all connectors for loose or bent pins - use an electrical contact cleaner to clean all connections. Make sure all retainer clips are not broken and are holding properly. The transmission will not operate properly if any plugs are not completely connected.



14. Logic

Immediately following installation it will be necessary to clear any existing trouble codes that have been retained in the vehicle. In addition many transmissions have to re-learn the factory shift parameters. These procedures are very specific to each manufacturer and must be followed exactly in order to insure proper operation. In most cases the proper Scan Tool will accommodate this re-learn procedure but many must be taken to the OEM new car dealer to have them completed. It is a very common requirement to drive the vehicle normally for up to 50 miles to properly relearn the shift points of a transmission. In some vehicles equipped with 4WD it may be necessary to mate the transfer case to the transmission to insure proper operation – another step which must be completed by the OEM new car dealer. If you need assistance with this procedure you can contact the LKQ Product Support Team.

15. Support

The LKQ Product Support Team staffed with ASE Certified Technicians and Master Technicians working with the latest service manuals, service bulletins, and expertise and are available Monday-Friday 7am-5pm for technical assistance. Our mission is to provide a successful installation and to aid in diagnostics and in trouble shooting. If you have any problems with this transmission contact your LKQ Sales Representative immediately so that they can engage the services of this Team. For general product support questions regarding this transmission you have purchased please contact the team via E-mail: LKQPRODUCTSUPPORTTEAM@lkqcorp.com



OEM Recycled • New Aftermarket • Wheels

LKQ QUALITY TRANSMISSION

INSTALLATION INSTRUCTIONS



Thank you for your purchase of a quality LKQ transmission. Every effort has been made to insure the unit you are preparing to install will provide many years of trouble free service.

LKQ adheres to strict testing, inspection, and preparation procedures. Most products are tested in the vehicle by operating as designed.

To insure a successful installation it is critical that the installer reads and follows this guide accordingly:

PRE-INSTALL CHECKLIST:

- 1. Match**
Ensure that the LKQ transmission provided is the same as the one you are replacing – (matches accordingly).
- 2. Failure**
Determine why the original unit failed and make the necessary repairs to ensure the same failure is not replicated. Many times the replacement transmission will fail from the same cause as the previous failure unless that failure is identified and repaired accordingly.
- 3. Codes**
Prior to installation, scan for diagnostic trouble codes with the appropriate Scan Tool. These scans will check all electrical components, and tell you if the components that make the automatic transmission function are in good working condition. In addition, the trouble codes must be cleared to enable the replacement transmission to operate properly. Any drive-ability trouble codes must be identified, repaired, and cleared before attempting the installation as these issues may be the cause of the initial transmission failure. After the transmission is installed, start the vehicle and scan the system again and clear any remaining trouble codes.
- 4. Accessories**
We may provide the transmission assembly complete with attached accessory components for ease of installation. Many of these components may not be the same as yours and must be exchanged with the ones from your vehicle before installation. These components are not covered under LKQ warranty, and include but are not limited to; cooler lines, mounts, manual lever position switch (neutral safety switch), speed sensors, and speedometer gear.
- 5. Cap-plugs**
Remove all red cap-plugs from the unit. Carefully to inspect inside of orifices for concealed cap-plugs as these will restrict fluid flow.
- 6. Flush**
It is critical to flush all transmission oil coolers and lines according to OEM specifications. This must be completed prior to installation and connection of the replacement transmission, as failure to complete this will result in the valve body becoming contaminated. Existing contaminants will flow into the replacement transmission upon start-up if not cleansed properly - (forward and reverse flow). Some Chrysler and Jeep applications have an in-line fluid flow valve that must be removed to effectively flush the system. Some radiators will not flush and replacement is required. Refer to OEM technical service bulletins for your specific vehicle.

Some Nissan, Infiniti, and Mazda applications must have the radiator replaced as they will not flush properly. If this is not completed the replacement transmission will fail due to fluid starvation.

- 7. Filters**
The transmission filter must be cleaned - or replaced if Dacron fiber - prior to installation. These may be located inside the pan or may be a spin-on type filter. Aftermarket in-line fluid filters are recommended and will help prevent premature failure.
- 8. Seals**
The front input shaft seal, rear seal, and/or axle shaft seals must be replaced prior to installation. Special care must be taken to properly reinstall the torque converter. In addition the pan(s) must be removed and re-sealed to OEM specifications.
- 9. Fluid**
Transmissions no longer tolerate common transmission fluids. ONLY use fluids that are approved by the OEM manufacturer. Many transmissions - such as Honda and Toyota - will not operate properly without the correct fluid and may not shift correctly or may vibrate without it. In these cases, the correct fluid must be obtained from the OEM new car dealer.
- 10. Torque converter**
Failure to properly install the torque converter along with failure to install or properly seat the fluid pump shaft before installing the converter are the most common installation mistakes resulting in a non-covered failure. This is a delicate operation and should be completed by an experienced technician. There are many special techniques required to insure the torque converter is completely and properly indexed into the front pump. This is the procedure required for many Ford units:
 - a) Hang the transmission vertically, tail shaft down, and install the shaft first insuring full indexing. This cannot be properly aligned without this step as if installed horizontally the gear droops.
 - b) Insert the input shaft with the short splines going into the pump collar.
 - c) Slightly rotate the input shaft until the shaft drops in place completely into the overdrive planetary of the front hub.
 - d) Do NOT drive the shaft into place.
 - e) A properly seated shaft can be identified by having ONLY the cut splines visible on the input shaft protruding from the Pump Shaft Collar. If a polished machine surface is visible on the shaft when installed it is NOT properly seated.
 - f) Install the converter being careful to fully index the shaft into the front pump (rotating evenly until it drops into place). This will require turning the converter several revolutions to completely drop into place. Be sure to allow the weight of the converter to encourage indexing.
 - g) Do NOT drive it into place.
 - h) When the torque converter is completely seated the forward face of the converter will be approximately 2 inches below the bell housing to engine surface.
 - i) Verify oil pump drive shaft or input shaft (if equipped) is present and fully seated.
- 11. Joints**
Universal joints, driveshaft yokes, axle shafts, and sub-frame mis-alignment may cause driveline vibrations and premature bearing/bushing failure to the transmission. FWD transaxles that have a catastrophic differential failure will normally damage the axle shaft in most cases. These should be carefully inspected prior to installation. Check the right side differential (spider) gears for alignment as they commonly droop. This is a common failure on Ford, Mazda, and Kia FWD transmissions as the spider gears droop and fall so that the axle shaft is not engaged. If left uncorrected, upon initial operation the spider gears will be driven through the side of the case (not covered

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