

## Transmission Instructions

- ❖ Make sure the alignment dowels from your old transmission are transferred to the new transmission. Failure to do so **WILL** result in damage to your new transmission and will not be covered under warranty.
- ❖ Be sure to fill the torque converter with at least 2 quarts of fluid (preferably 4). Using a transmission specific funnel aids in this process and makes less of a mess if the funnel protrudes down past the converter hub (fill slowly).
- ❖ **Transmission fluid recommendation is Dexron III**, commonly referred to as **Dexron/Mercon**. Any brand that meets the Dexron III specification is compatible.
- ❖ Prior to installing the torque converter, make sure to apply a coating of assembly lube to the snout of the input shaft. Make sure that the torque converter is completely seated in the oil pump, and that once the transmission is installed that there is at least 1/4" free play between the torque converter and flexplate.
- ❖ **Hot flush transmission coolers, or have them replaced.** Please note that transmission coolers must be hot flushed. If a hot flush machine is not available, **IMAGE PROOF and INVOICE of heat exchanger, transmission lines and front cooler** must be provided with warranty registration. **FAILURE TO INCLUDE THIS INFORMATION WILL VOID ANY WARRANTY ELIGIBILITY.**
- ❖ If heat exchanger is bypassed or deleted, there is **NO WARRANTY** on your transmission unless image proof of an auxiliary cooler is provided. Auxiliary cooler configuration must be approved by MPT for warranty eligibility.
- ❖ Do not use the spacer in between crank bolts and flexplate, unless otherwise noted.
- ❖ Flexplate to crank bolt torque is 110 foot pounds + Red thread locking compound.
- ❖ Converter to flexplate bolt torque is 35 foot pounds + Blue thread locking compound.
- ❖ If installing a transmission in a 1994-2004 truck with a kickdown cable, ensure your kickdown cable has been set to have 1/8" of rearward travel when the throttle is at 100%. Adjustment for your kickdown cable is behind APPS linkage on engine - on top of injection pump.
- ❖ To adjust your kickdown cable, pull white tab out. Pushing cable housing in will loosen cable adjustment and pulling cable housing out will tighten cable adjustment. Be sure to lock tab once cable is adjusted accordingly.
- ❖ **Before you start your engine**, install pressure gauge to accumulator port (second port back on passenger side). See next page for photo reference & information on pressure guidelines.
- ❖ **It is imperative that transmission line pressure is verified for warranty validity.**
- ❖ Dry fill capacity will be 17-25 quarts depending on cooler configuration and pan depth. Initially the transmission fill capacity with engine off is 7 quarts. **Transmission MUST be filled with engine running in neutral.**
- ❖ **Fill in neutral slowly** with engine running. Once remaining transmission fluid is filled, cycle through the gears, place shifter in neutral and check fluid level.
- ❖ Put transmission in drive and ensure that line pressure is 75-90 PSI (Auto) 100-150 PSI (FMVB) at idle on jackstands. Apply some throttle input to make sure the transmission has some line pressure rise. Run transmission through all gears including overdrive. **DO NOT COMMAND 100% THROTTLE AT THIS TIME.**
- ❖ Double check fluid level after transmission has gone through all of its gearshifts.
- ❖ Road test vehicle in a **controlled environment** and record line pressure readings at 25% throttle, 50% throttle and 100% throttle. Record pressures on page two.
- ❖ Customer must also change the fluid, filter and adjust the front and rear band at approximately 1,000 miles. See section on page 3 for adjustment specifications. **PLEASE SAVE TRANSMISSION SERVICE INVOICES FOR WARRANTY ELIGIBILITY. IF THERE IS NO PROOF OF SERVICE RECORDS, THERE IS NO WARRANTY.**

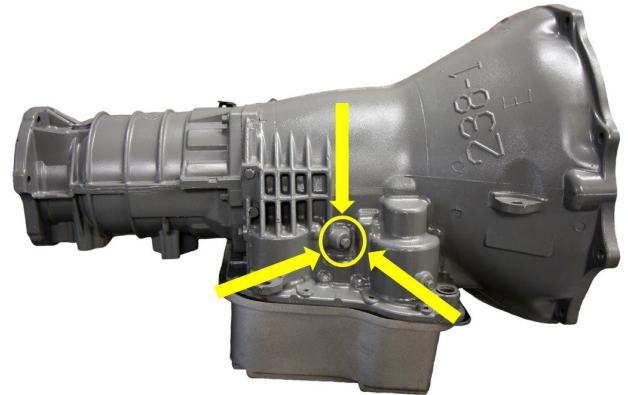
# Pressure Reading Information

Please email pressure readings to [muldoonsdiesel@gmail.com](mailto:muldoonsdiesel@gmail.com)

Idle in Drive \_\_\_\_\_ PSI

25% Throttle Drive \_\_\_\_\_ PSI

50% Throttle Drive \_\_\_\_\_ PSI

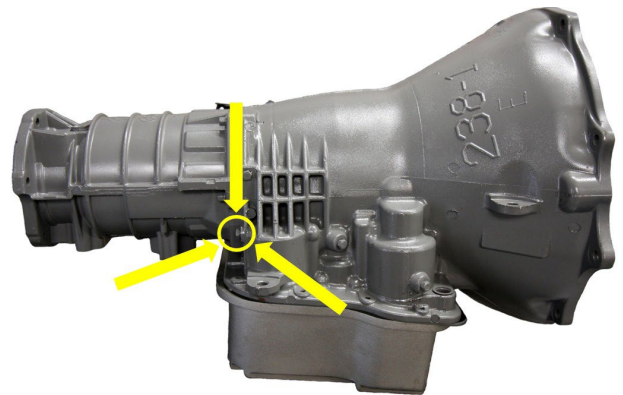


**\*\* Before verifying WOT pressure, ensure there is some line pressure rise when throttle position is increased. If idle pressures are 75-90PSI, and transmission has been cycled through gears 1-4 on jack stands, double check fluid level running in neutral. Check WOT pressures, ONLY after verifying fluid is full, via road test in a safe, controlled environment**

**100% Throttle Drive \_\_\_\_\_ PSI (This will be your fourth gear, lock up pressure; must be over 2,000rpm with overdrive and lockup engaged)**

Reverse pressures are checked on the rear port of the transmission, passenger side. (Port facing rear of truck)

Idle in reverse \_\_\_\_\_ PSI



## MPT Transmission Pressure Guide Lines

Test Scenario	47RH/RE	48RE	FMVB / RMVB
• Idle Line pressure for MPT Transmissions	• 70-90 PSI	• 70-90 PSI	• 100-150 PSI
• All MPT Transmissions will make unlocked Gears 1-3 @ WOT	• 110-120 PSI	• 120 – 140 PSI	• 140-150 PSI
• SuperStock / Towmaxx Transmissions in overdrive & lockup @ WOT	• 120 – 130 PSI	• 160-180 PSI	• 180-190 PSI
• Stage 1-4 Transmissions in overdrive & lockup @ WOT	• 130 – 150 PSI	• 180 – 200 PSI	• 180-190 PSI

Thank you for purchasing a Muldoon's Transmission, if you have any questions, please contact us at (302 276-2882 or email us at [muldoonsdiesel@gmail.com](mailto:muldoonsdiesel@gmail.com))



## **BAND ADJUSTMENT PROCEDURE**

### **Automatic Valve Body Adjustment**

**Front Band** - torque band adjustment bolt to 72 inch pounds back off 1 -3/4 turns

**Rear Band** - torque rear band adjustment to 72 inch pounds, back off 3 turns.

### **Full Manual Valve Body Adjustment**

**Front Band** - torque band adjustment bolt to 72 inch pounds, back off 1 – ¾ turns

**Rear Band** – torque band adjustment bolt to 72 inch pounds, back off 2 and ¾ turns.



610 South Street New Castle DE 19720  
(302) 276 2882

**General Policy**

All core returns must be,

- Like for like, no mixed models (IE 48RE for 48RE)
- Drained of all fluids (\$50 Deduction)
- No Part Disassembled
- No fire damage
- No Excessive Rust or Water Damage
- Transmission Core Return Sheet filled out & included (\$100 Deduction)

Returned cores that fail to follow the above conditions will be disallowed and scrapped or returned at customer's expense. MPT reserves the right to deny cores as it sees fit and may deviate from its policy.

<b>MPT TRANSMISSION / VALVE BODY CORE ACCEPTANCE POLICY</b>	
<b>Model</b>	<b>Deduction</b>
Transmissions	<ul style="list-style-type: none"> <li>• Cracked / Corroded overdrive housing (\$500.00)</li> <li>• Part Disassembled (50% Deduction of Core Credit)</li> <li>• Missing Cooler Fittings (\$15 ea.)</li> <li>• Broken / unusable front case (\$350 47RE, \$600 48RE)</li> <li>• Stripped Oil pan bolts (\$5 per ea.)</li> <li>• Modified / broken pressure plate (\$33 ea)</li> <li>• Damaged / broke hard parts (\$TBD current market value)</li> <li>• Core caked with debris (\$50.00 cleaning fee)</li> <li>• Aftermarket torque converter (\$500.00)</li> </ul>
Valve Bodies	<ul style="list-style-type: none"> <li>• Missing filter bolts (\$5 each Deduction)</li> <li>• Missing 8 pin / 3 pin bolt (\$5 Deduction)</li> <li>• Missing throttle valve lever (\$25 Deduction)</li> <li>• Missing rooster comb (\$100 for 47RE \$150 for 48RE)</li> <li>• Excessive corrosion (No Credit)</li> <li>• Part disassembled (No Credit)</li> <li>• Broken Castings (No Credit)</li> </ul>

**\*UNLESS PREVIOUSLY AGREED\***  
**FAILURE TO RETURN YOUR**  
**TRANSMISSION AND TORQUE**  
**CONVERTER WILL RESULT IN**  
**NO WARRANTY.**



**If you need to return a core transmission to us, please read the following:**

- Make sure your core transmission is well-secured to the pallet. Please make use of the ratchet straps that were sent with your transmission or get new ones if they were damaged in shipping.
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- **Please be sure to remove these parts from your transmission before sending it in as a core, MPT is not responsible for the following parts AND THEY WILL BE SCRAPPED:**
  - Dowel pins
  - Throttle linkage
  - Throttle spring
  - TV lever arm
  - Park linkage
  - Shifter Cable Bracket
  - Inspection cover
  - Servo motor (TTVA if equipped)
- Please include your drained torque converter (it's \$500.00 of the \$2,000.00 core charge). It is best secured inside the box in which your new torque converter was sent. Otherwise, strap it down to the pallet (snout up) or if left on the input shaft (least preferred option), make sure to secure it to the bell housing with metal strap. We do not need your stock flex plate.
- Once everything is ready, please either email us at [muldoonsdiesel@gmail.com](mailto:muldoonsdiesel@gmail.com) or call (302) 276-2882, select option 3 (shipping). We'll need to know on what day(s) you'll be available for the pick-up. Pick-ups typically occur in the afternoon hours and we need to provide a minimum of a 2-hour window. Please be aware that freight pick-ups are not guaranteed to occur on the date scheduled but do usually occur within the 1-2 days of requested date.
- Once we receive your request for the pick-up, we will get it scheduled and you will receive an email from the shipping Courier (IE R&L, Unishippers, YRC, etc) with a Bill of Lading (BOL) attached. Please print two copies of the BOL to have ready for the driver. They will not pick up if no one is present.

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**Please detach next pages and return with core**  
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610 South Street  
New Castle DE 19720

## CORE RETURN

Customer Name: \_\_\_\_\_

Customer Telephone: \_\_\_\_\_

Customer Address: \_\_\_\_\_

Product Purchased: \_\_\_\_\_

- I am returning my core after purchasing/receiving a Muldoon's product.  
or
- I am sending my core in up-front prior to the shipment of a Muldoon's product.

### Core Return Policy

Core refunds are processed in the form of a check mailed to the shipping address provided.

Cores must be returned within 2 weeks of product receipt. Cores returned after 2 weeks are subject to a \$25.00 refund reduction per day.

If returned core is found to be damaged, compromised or unacceptable in any way Muldoon's Performance Transmissions has the right to refuse it. It is the responsibility of the customer to properly package and secure the core for return shipment. MPT is not responsible for any subsequent damages due to improper packaging methods.

Transmissions must be complete with no missing internal parts. Please reuse the ratchet straps that were used when we sent your transmission. Deductions are further detailed on the fourth page of this document.



## WARRANTY REGISTRATION FORM 47/48RE TRANSMISSION

- MPT Order/ Invoice # \_\_\_\_\_
- Transmission Serial # \_\_\_\_\_
- Purchase Date \_\_\_\_\_
- If Purchased from a Dealer, Dealer Name \_\_\_\_\_
- Customer Name \_\_\_\_\_
- Make and Year \_\_\_\_\_
- Phone # \_\_\_\_\_
- Address \_\_\_\_\_
- City \_\_\_\_\_
- State \_\_\_\_\_
- Zip Code \_\_\_\_\_
- Installer Name \_\_\_\_\_
- Cooler Flow Rating (GPM) \_\_\_\_\_
- \*If coolers cannot be hot flushed, provide **IMAGE PROOF** and **INVOICES** that **all lines, heat exchanger** and **front cooler** were replaced when sending in form. \*
- If heat exchanger is bypassed or deleted, there is **NO WARRANTY** on transmission unless image proof of an auxiliary cooler is provided. Auxiliary cooler configuration must be approved by MPT for warranty eligibility.
- Unless agreed upon before transmission purchase, **transmission and torque converter cores must be returned to MPT**. Failure to return transmission and torque converter core will result in **NO WARRANTY**.
- **BEFORE CHECKING LINE PRESSURE REFER TO TRANSMISSION INSTALLATION INSTRUCTIONS. IF CHECKING LINE PRESSURE ON A 94-04 KICKDOWN CABLE TRUCK, ENSURE THE KICKDOWN HAS 1/8" REARWARD TRAVEL AT 100% THROTTLE**
- Line Pressure at **IDLE** \_\_\_ PSI **25% Throttle** \_\_\_ PSI **50% Throttle** \_\_\_ PSI **100% Throttle** \_\_\_ PSI
- **If this form is not completed and returned within 30 days, your MPT Transmission will have no warranty eligibility.**
- **Mail; Muldoon's Performance Transmissions, ATTN: Warranty, 610 South Street New Castle, DE 19720**
- **Email; muldoonsdiesel@gmail.com**