

# FAQ: AUXILIARY COOLERS?

## WHY FLUSH, WHY NOT JUST REPLACE THE FACTORY COOLER?

FACT: Under normal driving conditions, the factory transmission oil cooler system has been engineered to be of the correct size. In conjunction with the engine cooling system, it will provide the optimum cooling balance to keep the transmission fluid at the manufacturer's most preferred operating temperature.

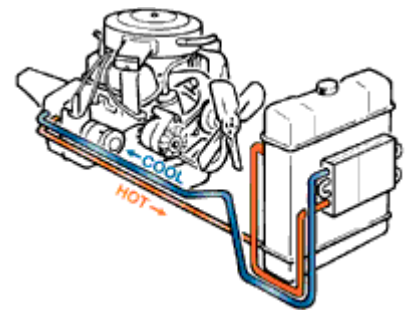
HECAT offers very effective tools to successfully clean and flow test these factory systems. The various flusher models available have been designed to remove the sludge and contamination, returning the coolers back to their original designed performance. This eliminates the need to redesign or re-engineer the transmission oil cooling system to OEM specifications.

Some technicians prefer to just install an aftermarket air over oil unit in front of the radiator and completely bypass the factory unit. We do not feel that this is the best approach and offer the following questions:

- How do you know it is the right size for this application?
- Are you qualified to make cooling system modifications to OEM standards?
- The water temperatures acted like a thermostatic control to the oil temperature, what provision have you employed to maintain the OEM desired operating temperature?
- What are the effects of over cooling? Under cooling?

Remember that the old concept of removing the coolant system thermostat for better engine cooling did not work for every model. Some ran cooler, some had no change, and some overheated. The same issue is occurring with the blanket decision to install air over oil coolers. Some it helps, some it hurts.

Of course, there is a need to add cooling capability when you are stressing the system beyond normal driving conditions such as towing, mountain roads, racing, etc. All the OEM's recommend that the auxiliary cooler be installed in the return line between the factory cooler and the transmission in a manner similar to the picture shown here to the right. ►



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