AT-1000A Professional ATF Exchanger

Operating Instruction

1. Check the automatic transmission and identify the fluid pressure pipe. That runs from the transmission to the lower radiator tank. Note: on some makes and models this can be accessed under the bonnet, on others it will be necessary to lift the vehicle and gain access from underneath. Fill the new fluid reservoir of AT-1000A with 20 litres of ATF through the filler cap on top of the machine. Connect AT-1000A machine to AC power socket.

- Fill in new fluid through the filler cap
- New fluid tank
- Connect red (supply) and black (drainage) to the car. The unit will automatically regulate the flow direction from the vehicle
- Identify ATF fluid pressure hose near radiator. Disconnect it and select suitable fittings to connect with the machine.
2. Disconnect the fluid pressure pipe, select and install appropriate fittings for the make and model from the selection provided with the machine. Connect the pipe from the transmission to hoses of the machine.

**Note: AT-1000A will regulate the ATF flow direction automatically. Operator doesn’t need to distinguish flow direction before pipe connection.**

3. Place the automatic transmission in the “park“ position with the hand brake applied for safety. Select flush/circulation mode (knob arrow points upward). Start the engine and allow running at idle speed. The flow of old ATF can be regulated via the valve switch on the side of the control panel, however this is not regarded as necessary unless the output is too rapid. The output volume can be monitor via pressure gauge (high pressure referring high volume).

**Note: The output pressure can be used to diagnose the transmission status. Abnormal pressure means transmission problems.**

4. Select exchange mode (knob arrow points to right) and observe old ATF passing through the sight glass from top to bottom. At this stage the vehicle transmission pump is doing the work. Allow between 2-5 litres to drain into the reservoir by checking the waste reservoir scale.
5. Turn on the ATF power switch. The AT-1000A pump is now pumping new ATF into the system. Observe the new fluid passing through the sight glass. Check the flow rate of new fluid on the reservoir scale. Once the required amount of ATF is pumped to the transmission, turn off the power switch.

6. As the old fluid is taken out of the automatic transmission the new fluid is to enter about 2 litres behind and this can be checked by observing the reservoir scale. The old fluid colour will change in the sight glass as the new fluid fills the transmission. When the colour of the fluid in both glasses is the same the exchange is complete, it is recommended however that an extra 2-3 litres of new
fluid be pumped through the transmission to purge the system of any contaminants e.g.: If the transmission capacity is 11 litres, pump in between 13-14 litres of new ATF, and stop the exchange when the waste reservoir scale indicates a volume of 13-14 litres. At the end of the exchange check the fluid level in the transmission according to manufacturers’ recommendations. If over filled, excess fluid can be removed as in Step 5. If under filled additional fluid can be added as in Step 6.

7. Re-connect the vehicle back to normal.

8. Clean the machine of any spilt fluid, ready for its next service. Be aware that some fluid remains in the hose lines, so care should be taken in storing hoses to avoid unnecessary spills. Ensure the waste ATF is correctly stored and disposed of in accordance with environmental regulations.

Oil / ATF Suction

1. Choose suitable suction tube and insert into the oil / ATF level ruler tube.
2. Connect the suction tube to the suction hose.
3. Turn on suction power switch.
4. After service, turn off switch.
Waste ATF Depletion

1. To drain waste ATF from the Power Flush, place the suction hose into a waste oil tank.
2. Turn on ATF draining power switch, the machine’s pump will evacuate the waste ATF reservoir in the machine.
3. After depletion, turn off switch.