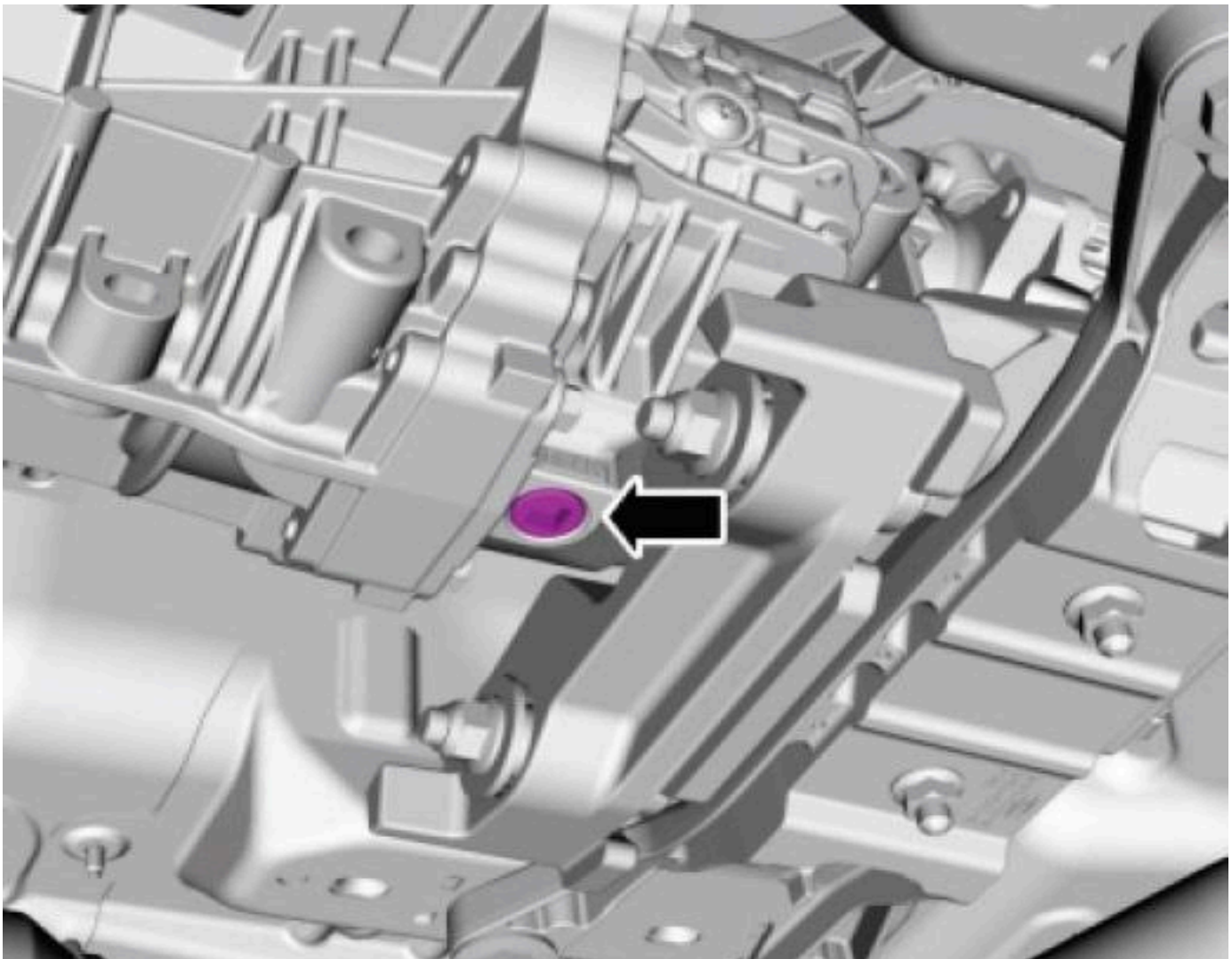




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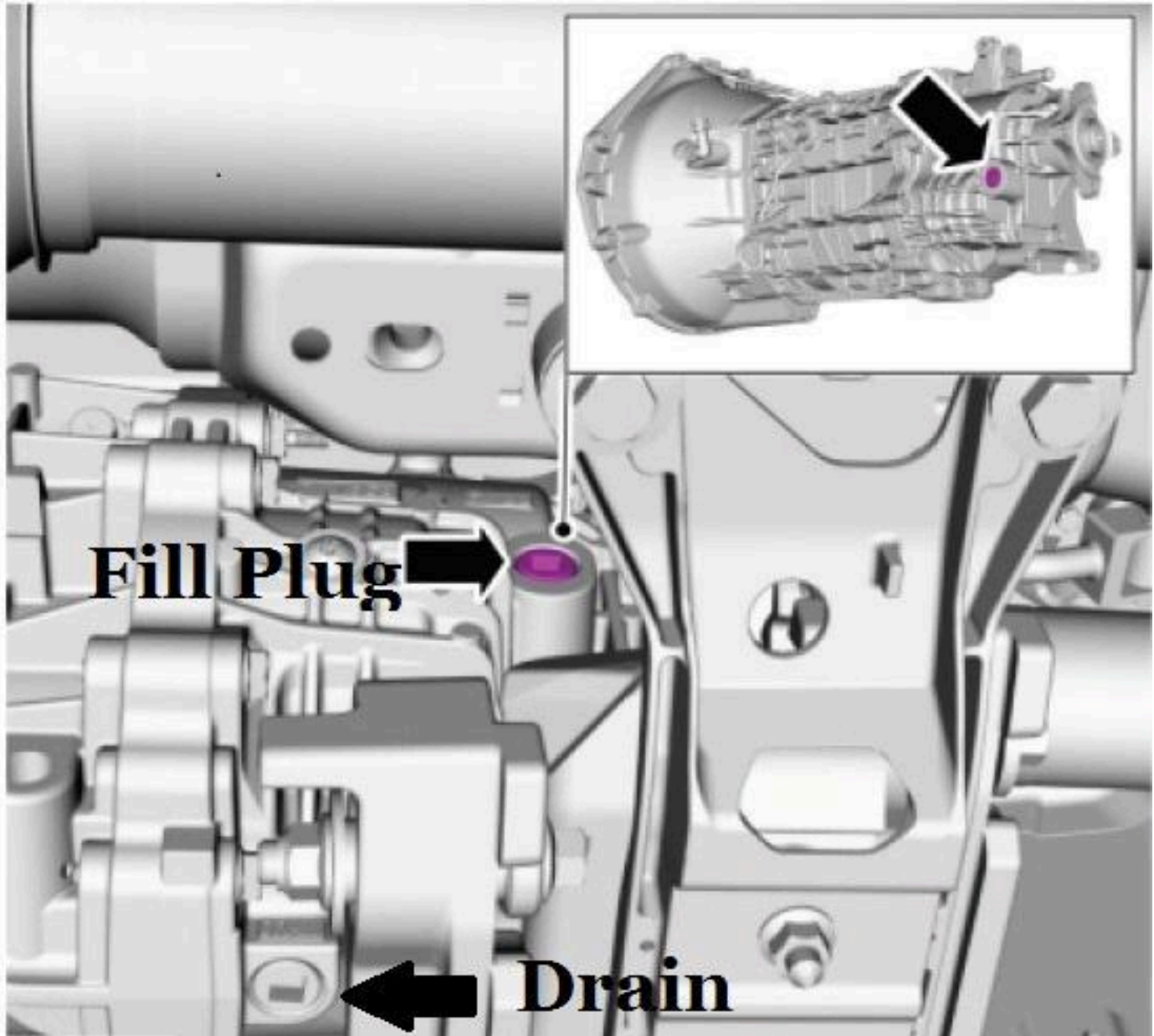
Tremec TR-3160 With Oil Cooler BG Syncro Shift II Instructions

Please use read, understand the supplied instructions and reference these instructions for your Shelby Specific Changes. **If you have factory installed oil coolers read that section before starting.**



Transmission Drain Plug Location. Use a 3/8" Drive Extension to remove.

Once fluid is completely drained, inspect and clean the drain plug. Apply supplied sealing tape to drain plug and reinstall to 21ft/lbs. or using firm pressure. **Do not over tighten!**



Fill Plug on Drivers Side of Transmission. Use a 3/8" Drive Ratchet to remove.

Assemble pump on to the first bottle and feed hose into the fill plug hole. It is difficult due to available clearance but make sure the hose is securely in the fill hose. Proceed to pump oil into transmission until oil just begins to come out of the fill the hole. Clean and inspect fill plug and apply supplied sealant tape and install to 21ft/lbs. or with firm pressure. **Do not over tighten!**

Procedure for Vehicles Equipped With Factory Oil Coolers

After filling transmission as described, install the cleaned fill plug **without** sealant tape loosely in the fill hole.

Start vehicle and run for 2 minutes with the clutch engaged (clutch pedal released) in neutral to allow the transmission fluid to circulate through transmission fluid cooling system or the transmission will be under-filled.

After two minutes, shut off the vehicle, remove the fill plug and top off. Install sealing tape to clean plug and install to 21ft/lbs. or with firm pressure. **Do not over tighten.**

Optional Oil Cooler Flushing Procedure – Not Required

BG Syncro Shift is compatible with all OEM fluids so it will mix with existing fluids left in the cooler and cooling lines without issue.

To flush the system of all fluids carefully remove the return line at the rear of transmission housing. It is held in with a bolt and sealed with an O-Ring.



Place a suitable length of hose over the end of the line and into a drain pan. Have an assistant start the vehicle but do not release the clutch. Slowly release the clutch slightly for a one count. Progressively repeat this step until

you have flushed the old fluid out of the system. You receive 4 Quarts in the kit which gives you approx .75qts to top off the system. The system holds 3.3

quarts with the oil cooler and the transmission holds 2.5 quarts without the cooler. **DO NOT RUN SYSTEM DRY!!!** Reinstall line, using caution to not damage O-Ring (lubricate O-Ring with a small amount of oil), reinstall retaining bolt.

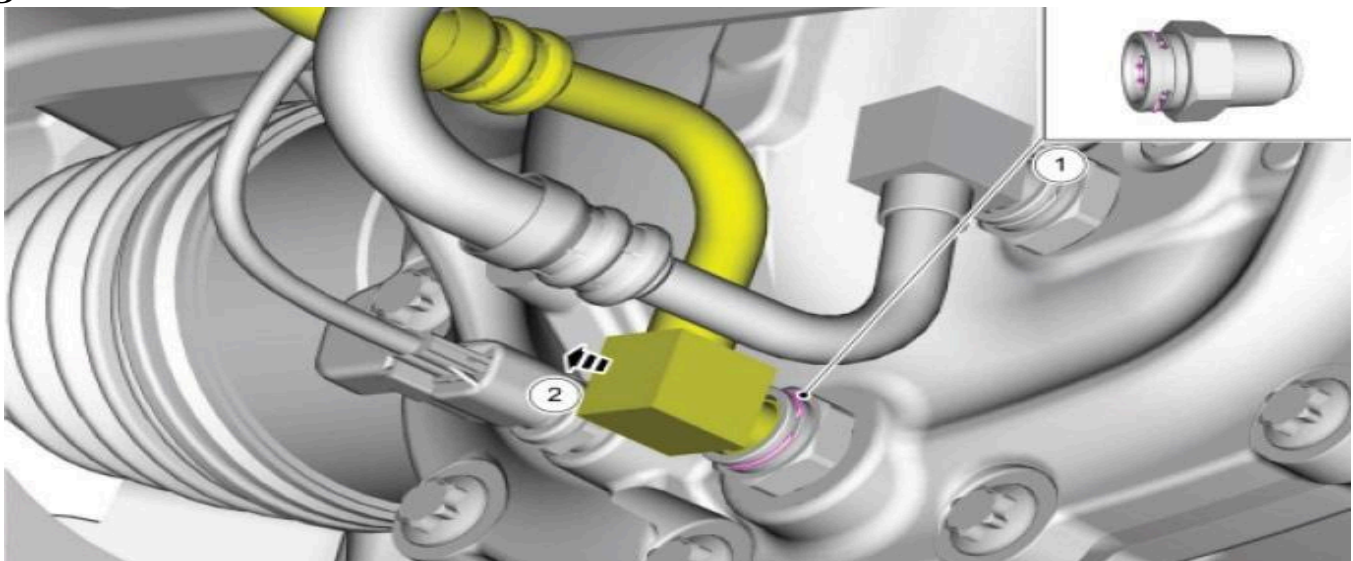
Shut the car off, remove the loosely installed fill plug and top off system. Clean and inspect fill plug and apply supplied sealant tape and install to 21ft/lbs. or with firm pressure. **Do not over tighten!**

Rear Axle Fluid Change – Cooler Equipped Vehicles

It is recommended to remove the drain plug using a 1" wrench while leaving the oil cooler line undisturbed. The fitting will unscrew while the cooler fitting spins inside it. There is a diaphragm seal that can be compromised that is not available as a serviceable part. The fitting needs to be purchased from Ford.

Below is the Ford Procedure:

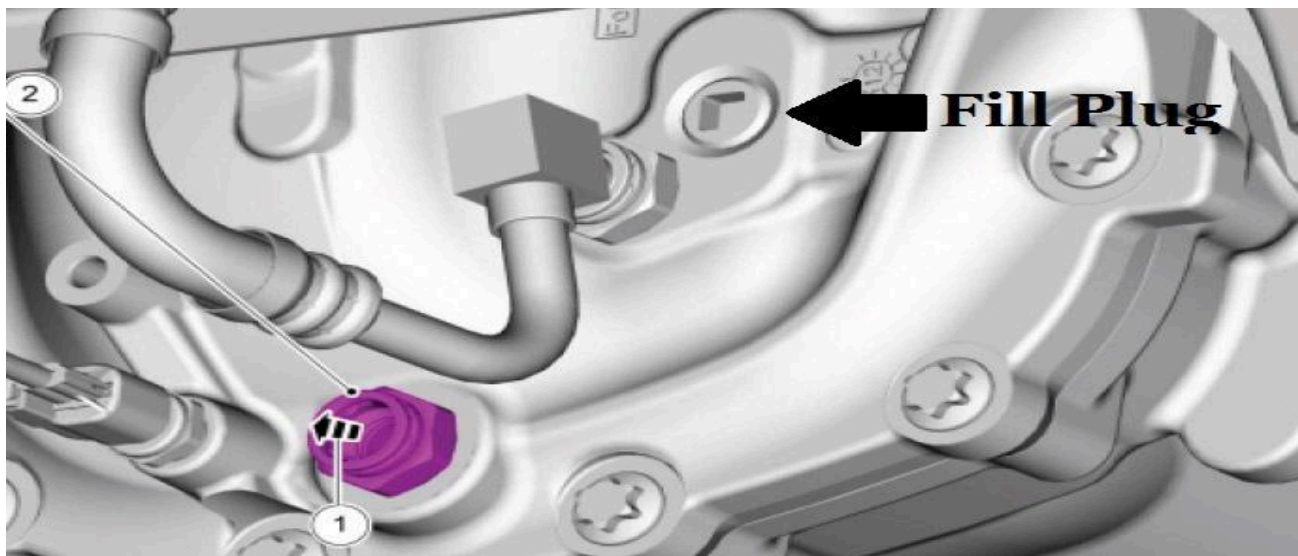
Remove retaining clip from lower oil cooler hose using a pick or similar tool, and using a slight twisting motion pull oil cooler line from fitting and rear axle cover and let drain into a suitable pan. Remove fitting and allow the unit to drain. **Inspect the fitting, making sure the rubber diaphragm seal is in place in the groove.** apply supplied sealant tape to threads and re-install to 17ft/lbs. or with firm pressure. **Do not over tighten!**



Refer to the pictures below of the seal installed properly into the



groove of the fitting. A small seal pick will reposition the seal into the groove if it falls out of place.



Using a 3/8" ratchet remove the fill plug, inspect and clean plug. Inspect oil cooler hose for debris, damage to the seal. Lubricate the end of the hose and with light pressure push the hose assembly into the fitting, using a gentle twisting motion. **Do not attempt to force the fitting in, damage to the seal will result.** Reinstall the retaining ring and give the line a slight tug to verify it is fully seated in the fitting. Begin filling the rear

axle with Ultra Guard using the provided pump. Pump until oil just begins to exit the fill port.

Install cleaned fill plug **without** sealant tape loosely in fill hole.

Rear Axle Cooling Pump Cycle Procedure

Using a suitable scan tool with the capability to control PID's, turn the ignition on and trigger **R_DIFF_PUMP** on. This will circulate fluid through the system. Allow the pump to run for two minutes. Turn off pump, shut off ignition.

Remove the fill plug and use the provided pre-marked dipstick to check the fluid level. Level should be within 9mm of the bottom of the fill hole. Bring level to proper range. Clean fill plug, apply supplied sealant tape to threads and reinstall to 24ft/lbs. **Do not over tighten!**

Optional Oil Cooler Flushing Procedure – Not Required

BG Ultra Guard is compatible with all OEM fluids so it will mix with existing fluids left in the cooler and cooling lines without issue.

Remove retaining clip on return line fitting at rear axle cover. With a slight twisting motion remove the oil cooling return line (slightly below and to the left of the fill plug) Some oil may drip out of the rear axle cover if filled to the bottom of the fill port. Position hose into drain pan and operate pump for short 2 second intervals, repeating this procedure until the new fluid has been completely circulated. Reinstall line and top off the axle fluid to the proper level, reinstall fill plug to 24ft/lbs. **Check for leaks!**

Thank you for the continued support!