



Frequently Asked Questions (FAQs)

1. What is the number one failure of installing a remanufactured transmission?

The number reason for a new installation to fail is improper flushing of the cooler lines. Old scaling and debris that may be present in these lines can be run into the transmission, clogging the valve body, impeding the operation of the solenoids and getting into the inner components causing premature failure. Also, the cooler lines may be clogged and will not properly transfer the fluid from the transmission and back. This will cause the transmission to overheat and damage inner components.

Inadequate flushing will void your transmission warranty. In many cases replacement of the radiator and cooling lines will be necessary and is a best method practice for transmission replacement. Auxiliary coolers which bypass the main radiator are also good alternatives. Moveras also recommends the use of a secondary filter on the return line.

2. What is the proper way to connect the Torque Converter to the flex plate?

It is very important to tighten the bolts or nuts evenly all the way around the unit. Tighten each bolt/nut until it contacts the flex plate, making sure not to over tighten as this will lock the torque converter and flex plate together in an uneven manner. Then after each of the bolts/nuts has been attached you will need to tighten them to proper torque to ensure a secure fit

3. What happens if the Torque Converter is not properly installed?

If the Torque Converter is not properly seated inside the transmission, the pump and gears can be damaged when it is installed onto the vehicle. This will result in the lack of fluid pressure which will also damage the internal components of the transmission when it is engaged. When installing the transmission, there should be a gap between the Torque Converter and the flex plate. If the Torque Converter is tight against the flex plate as the unit is being installed it is not properly seated. Make sure the retaining bracket is tight against the converter and that the converter is unable to slide into the transmission further, without trying to remove it.



NEVER INSTALL THE TRANSMISSION WITHOUT THE TORQUE CONVERTER PROPERLY SEATED IN PLACE!

4. How do I know if the transmission is properly aligned to the engine?

Every transmission uses two (2) dowel pins to align the transmission to the engine. If these dowel pins are missing, the transmission alignment will be off and this could cause the transmission to have a premature failure in a short period of time.

5. What is the proper way to fill the transmission?

First, the vehicle must be on a flat level surface. Not all transmissions will properly pump fluid when in 'Park'. It is important that the fluid level be checked according to the manufacturer's instructions. Consult your owner's manual for proper practices and recommendations. It is best to have the drive wheels off the ground if it can be done safely. Chock the non-drive wheels if all four (4) wheels are not off the ground and put the transmission in 'Neutral'. **Do not run the transmission when it is dry!** Put 3 or 4 quarts of fluid into the transmission. Prepare the next 3 or 4 quarts to be added. Start the vehicle and check the fluid level.

Remember, sometimes the fluid on the sides of the dipstick tube can make reading the level difficult. A good method is to look at both sides of the dipstick and observe its lowest level. This is the reading you should go by. As long as the fluid is above the 'low' level you can begin running the transmission through the ranges. Put the transmission in 'Reverse' and see if the wheels engage. If they do not, you may be low on fluid. Add fluid as necessary. Once 'Reverse' is engaged, shift to 'Manual 1'. Let the wheels turn for about 10 seconds and then rev the engine to about 2000 RPM and shift into 'Manual 2'. Do the same for 'Manual 2' and shift into 'Drive'. Repeating this, shift into 'OD'. Leaving the shifter in 'OD', lightly apply the brake to stop the wheels. Rev the engine to 2000 RPM and let the transmission shift through the gears. Make sure to check the fluid according to the manufacturer's instructions.

6. What are the transmission codes?

The codes are what assist in diagnosing problems or potential problems with your transmission. Because today's transmissions have multiple



electronic controls in order to properly operate, they rely on the vehicle's computers. If the transmission is not functioning properly, the computer will initiate codes as to the failure. These codes direct technicians and our Technical Department to determine whether the fault is with the transmission or the vehicle. When installing a replacement transmission, it is critical to have the old "stored" codes removed. Having these codes in the computer could cause shifting and other performance problems with your new transmission.

7. What is "Relearning"?

Many of today's transmissions need to have a "relearn" procedure performed in order for the computer to reset and properly be able to control the transmission. For example, a Chrysler 41TE (FWD 4 speed) needs to be "Quick Learned" with a scan prior to driving. Failure to do this could cause major transmission damage and will also void your warranty. Most transmissions will just shift badly without causing damage. In other cases, such as the Saturn TAAT, a relearn procedure should be done while driving the vehicle. A Ford 5R55 S/W will relearn the shift adapts so the transmission will begin to drive properly as it is driven over time.

8. I just installed my transmission and it is giving me problems, what should I look for?

Today's transmission use electronic controls in order to properly operate. You should check to see if the "Check Engine Light" or "Service Engine Light" is on. Then, visually look over all the connections to the transmission to make sure that all the plugs and connectors are firmly attached. Check the wiring to make sure that a wire or wires have not become pinched between the transmission and the engine or mounts. Repair any broken wires you may find during your inspection and try driving the unit again. Once you have verified the connections, a scanner should be used to see what "codes" are being displayed. These codes will help our Technical Support personnel diagnose the fault area and possible remedies.

9. Why did my original transmission fail?



There are several reasons why a transmission fails. Lack of maintenance such as changing the filter and fluid, poor engine performance, abusive driving, radiator failure (cooling lines) are a few of the reasons for the failure of your transmission. To avoid premature failure on your replacement transmission, make sure you follow the instructions and properly flush and check your cooler lines, make sure the engine is running smoothly, do not abuse the drive train of the vehicle with quick starts or pulling excessive loads and maintain the fluid and filter as a regular maintenance.

10. Is the Moveras remanufactured transmission as good as the original transmission?

Remanufactured transmissions are reconditioned using parts that are still within specification and replacing only worn or defective components. Moveras uses state of the art manufacturing processes and testing to ensure that each transmission is built to the highest level of quality. The parts for each transmission are thoroughly inspected and the completed units are Dynamometer tested for complete operation with its torque converter to ensure that it is ready for installation.