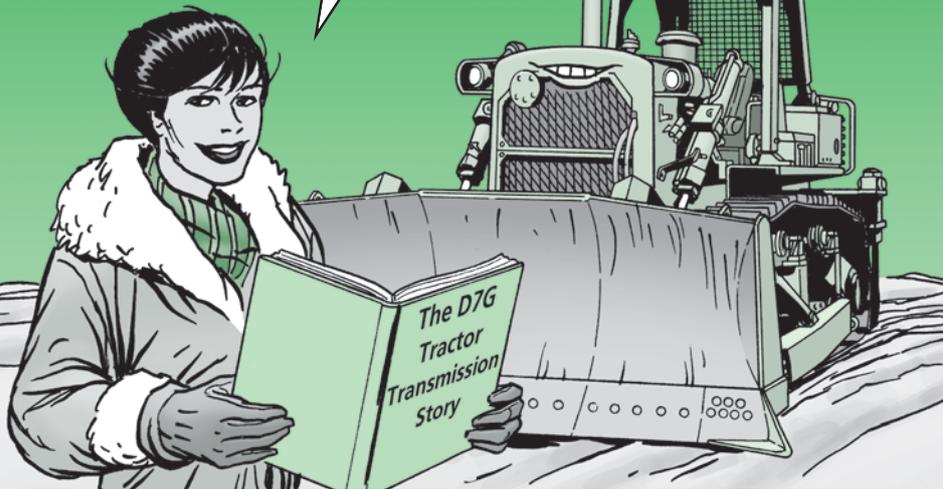


# Transmission Filter Reminder

REPLACING THE TRANSMISSION'S PRIMARY FILTER DURING SCHEDULED SERVICES IS ONLY **HALF** THE STORY.

THE **OTHER** HALF IS MAKING SURE THE TRANSMISSION SYSTEM'S MAGNETIC STRAINER GETS CLEANED AT THE SAME TIME.

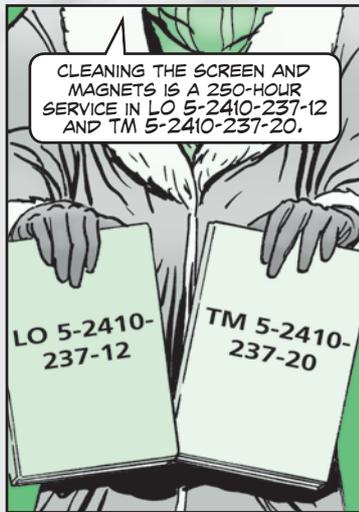


A CLOGGED SCREEN RESTRICTS OIL FLOW IN YOUR D7G'S TRANSMISSION.

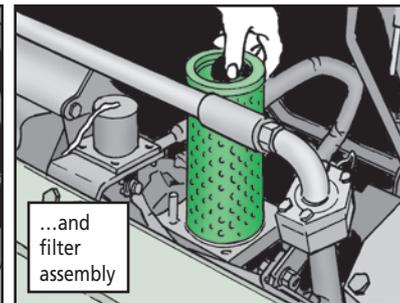
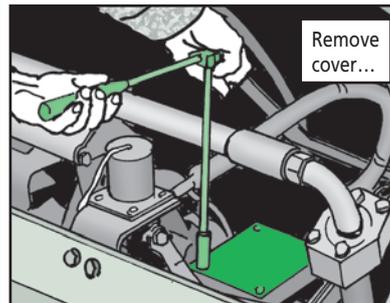
THE RESULT IS WEAR AND TEAR IN THE ENGINE AND TRANSMISSION.



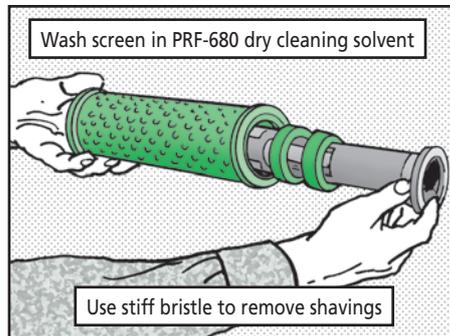
CLEANING THE SCREEN AND MAGNETS IS A 250-HOUR SERVICE IN LO 5-2410-237-12 AND TM 5-2410-237-20.



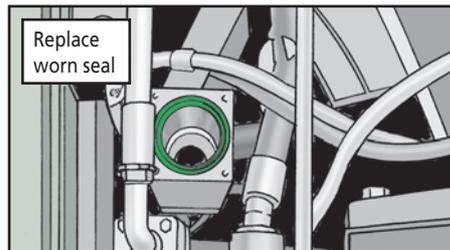
1. Remove the cover and spring, then remove the filter assembly.



2. If you're in the motor pool, steam clean the screen and magnets and then dry them with pressurized air. In the field, wash the screen in MIL-PRF-680 Type III dry cleaning solvent. Clean the magnets with a stiff bristle brush. Do not use a wire brush! A wire brush will scratch or demagnetize them. And don't drop or tap the magnets—that can also demagnetize or break them.



3. Check the cover seal for cracks, tears or mashed edges. If you find any, replace the seal with NSN 5330-00-863-5549.



4. Install the magnets, screen, spring and cover, in that order. Torque the cover nuts to 31–34 lb-ft dry (no oil) or 23–25 lb-ft (threads lubed with oil).

5. With the engine running and the transmission in neutral, pull the dipstick to measure the oil level. Add oil to bring it to the FULL mark on the dipstick.