

Nomenclature

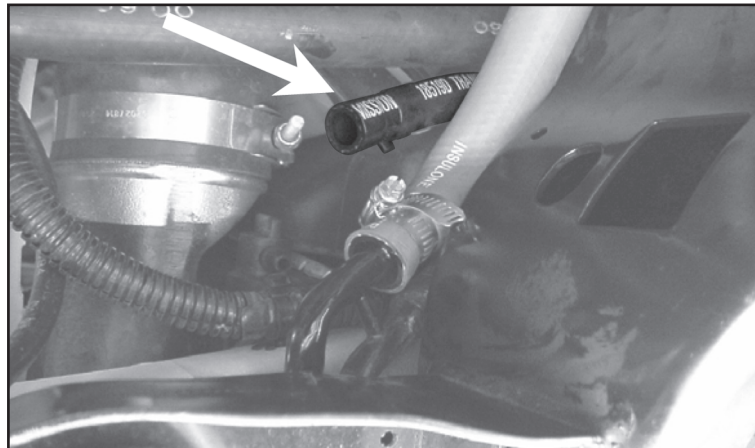
Likely you noted the Mag-Hytec box is labeled 727. The labeling is correct. This pan fits a Chrysler model 727 transmission. As generations of the transmission evolved (model 518 and 47 RE/RH), the bolt pattern of the pan to the transmission did not change. Hence, the Mag-Hytec will work on a 518, 47 RE/RH transmission, or 48 RE transmission.

Capacity

In our advertisement, we purposefully stated that “the Mag-Hytec Deep Pan will add capacity to your stock 47 RH [years ‘94 through ‘97 will increase the capacity by 1.5 quarts] or 518 or 727 automatic transmissions.” We did not include the ‘98 and subsequent model years in our advertisement. Chrysler increased the capacity of their stock stamped-steel pans in ‘98; therefore the stock pan has the same capacity as the Mag-Hytec. If you overlooked this criteria in the advertisement and wish to return the pan, please fill out the return form and sent the transmission back to us. We understand completely.

As a visual confirmation of transmission pan capacity, take a quick look under your vehicle. On the ‘98+ model year trucks, the pan should be flat across the entire surface. Thus, the capacity is equal to the Mag-Hytec. Earlier model year transmission pans are not flat across the surface. There should be an “out-dentation” the size of a cigarette package as an identifying characteristic. These applications benefit from the extra fluid capacity of the Mag-Hytec design.

We have been asked numerous times what the refill capacity should be when changing your transmission fluid. The answer is purposely vague. The reason behind our response is that we don't know how much fluid you've drained from your system. Each vehicle/owner is unique in their fluid change operation; each truck can vary based on capacity of the transmission pan. An approximation of a “pan drop” fluid change is 6 to 7 quarts. If possible, measure the old fluid and add 1.5 quarts to get the truck to the approximate correct refill level. If you'll note, the Owner's Manual for your truck is purposefully vague in their refill capacity notes as well.



Remove this rubber transmission line. Bend it up to prevent fluid loss.

Picture A (front of vehicle)

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If you need more assistance, we are only a phone call away.

(770) 886-2500

Monday–Friday
8:00am–7:00pm EST

GENO'S GARAGE, INC.
1150 Samples Industrial Drive
Cumming, Georgia 30041

Change All of the Fluid

If you want to change “all” of the fluid (net change 10–12 quarts), try this method. Disconnect the return-to-transmission, transmission cooler line from the radiator (location: driver’s side of vehicle; bottom corner of radiator just beside the radiator coolant/fluid drain petcock). Of the two transmission lines, this is the “outboard” line and (thankfully) it is the easily accessible line. Take the 1/2” rubber hose and bend it upward to prevent fluid drainage.

Next, connect a three-foot length of 1/2” rubber hose to the metal flare coming from the radiator (*see photo A*). Feed your rubber hose into a five-gallon container. With the truck in Park, depress the emergency brake, chock the tires, then start the engine. Shift the truck into Neutral.***. ATF will begin flowing into the container. Once the flow begins to dwindle, immediately kill the engine. This technique will yield 10–12 quarts of fluid.

Re-attach the 1/2” rubber hose/cooler line to the metal flare from the radiator. Refill the transmission with new fluid before restarting the engine. And be sure to safely dispose of the old ATF.

After refill, the correct procedure for checking your transmission fluid is outlined in your Owner’s Manual.

- 1) The vehicle must be on level ground.
- 2) The engine should be running at curb idle speed for a minimum of 60 seconds.
- 3) Fully apply the parking brake.
- 4) Place the gear selector briefly in each gear position ending with the lever in N (Neutral). ***
- 5) Remove the dipstick and determine if the fluid is hot or warm. Hot fluid is approximately 180°F (82°C) which is the normal operating temperature after the vehicle has been driven at least 15 minutes. The fluid cannot be comfortably held between the finger tips. Warm is when fluid is between 85°–125°F (29°–52°C).
- 6) Wipe the dipstick clean and reinsert until seated. Remove dipstick and note reading.
 - a) If the fluid is hot, the reading should be in the crosshatched area marked “OK.”
 - b) If the fluid is warm, the reading should be between the two holes. If the fluid level indicates low, add sufficient fluid to bring to the proper level.
- 7) Fluid is added through the dipstick hole.

*** We cannot over-emphasize that the transmission fluid should be checked with the gear selector in Neutral. With the vehicle in Park, there is no fluid flow! Hence, if you take a transmission fluid level reading with the vehicle in Park, the reading will always be higher than it actually is. Additionally, should your transmission fluid become too hot, shift the transmission to Neutral – NOT Park – to assure that there is fluid flow and thus the opportunity for fluid cooling.

ATF Fluid Recommendation

Check your Owner’s Manual for the latest Chrysler transmission fluid specification. As of 2000, the specification is/was ATF+4 type 7176. Our ATF fluid recommendation is to follow the guidelines in your Owner’s Manual.