Non Serviceable Transmission Filters

Automatic transmissions are becoming more complex every year. Once controlled by vacuum, modern transmissions have been transformed into computer command centers made up of various solenoids and other electronic gadgetry that control the operation of the transmission.

New technology brings changes to transmission filter service maintenance. Some manufacturers require literally no scheduled maintenance. Several auto manufacturers have no scheduled maintenance until the vehicle has 100,000 miles on the drive train.

Non serviceable transmission filters were introduced in the 70s. Almost every manufacturer now has a transmission that is non serviceable. Caution and care must always be taken when replacing any transmission filter. The non serviceable ones require extreme scrutiny. Non serviceable transmission filters consist of four different styles. Almost every automatic transmission has a filter that could be replaced. The term non serviceable means that a partial or total disassembly of the transmission and other related internal parts is required for filter service.

The first style is one that does not have the traditional pan. The transmission case consists of two pieces split vertically. For any internal repairs (including filter replacement) the transmission needs to be removed and disassembled into the two halves.

The second style has a primary filter located internally and one or more secondary filters accessible through a gasket sealed pan. Replacing the primary filter would require partial or total disassembly of the transmission.

The third style has the primary filter located internally, and an external accessible filter. Two examples would be either an external spin on or a cooler line style filter. Replacing the primary filter, would require partial or total disassembly of the transmission.

The fourth style also contains a pan and gasket. Special circumstances are attached to this filter replacement. A valve body or other parts may need removal with the filter. Sometimes this type may appear simple to an inexperienced individual trying to change the filter. Many problems could occur when attempting to change the filter. Loose nuts, mis-adjustment, and internal component

damages are just a few of the problems associated with servicing this type of transmission. Attempting to change the filter on this type of transmission could lead to a shorter life of the transmission, a premature break down, or a major overhaul.

Before changing any transmission filter, (especially late models) always refer to the instructions when included in the kit or the manufacturer's service manual for proper filter service.

For additional information, contact:

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