Frequently Asked Questions

What is the difference between “tube & fin” and Tru-Cool coolers?
A Tru-Cool cooler has many plates for ATF to flow more efficiently. It also has more “live” surface area than tube & fin, which further enhances cooling. Finally, though both designs are made of aluminum, the design and manufacturing processes used to control Tru-Cool coolers make them much more durable.

How can larger tube & fin coolers offer less cooling?
Bigger isn’t always better. Tube & fin designs are inefficient and have a lot of dead space, while the Tru-Cool stacked plate design puts most of the oil closer to the surface that is in contact with passing air. In fact, when it comes to cooling, the Tru-Cool cooler is up to 30% more efficient than tube & fin designs.

Which cooler should I use for a diesel application?
In most diesel applications, the transmission line is large. The cooler’s fitting should not be smaller than the lines. The smaller lines will restrict the transmission fluid flow.

Where should I install the cooler?
If possible, locate the cooler in an area where it will be exposed to ram air. This helps enhance cooling. Install the cooler in series and downstream of the radiator in-tank oil cooler. This maximizes heat transfer and decreases transmission warm-up times in colder weather. Most OEM installations are plumbed this way.

How should I mount the oil cooler fittings?
Fittings can be located up, down or sideways. This advantage, plus their compact design, makes installation of our coolers quick and easy.

Should I disconnect the radiator in-tank oil cooler when I install a Tru-Cool cooler?
Whenever possible, do not disconnect the in-tank oil cooler. It offers additional cooling and helps preheat the transmission. In colder climates, the in-tank oil cooler should never be disconnected from the system.

Will putting an oil cooler in front of the radiator increase the engine operating temperature?
Not normally. Putting an auxiliary oil cooler system in the system decreases the temperature in the radiator in-tank oil cooler, and this in turn puts less load on the radiator. As a result, engine operating temperatures should vary little from where they were before the oil cooler was installed.

Will installing an oil cooler affect my vehicle customer warranty?
Usually, depending on which cooler you install. Vehicle manufacturers do not normally approve of the installation of tube & fin coolers, since they are very flow-restrictive. LPD oil coolers, though, are virtually the only cooler now being used for OEM factory installations. Contact your local dealer for approval.

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Which cooler should I use for a diesel application?  In most diesel applications, the transmission line is large. The cooler’s fitting should not be smaller than the lines. The smaller lines will restrict the transmission fluid flow.

The fittings supplied do not work with my application. What should I do?  We have supplied fittings for the four most common applications. Compression fittings can be purchased separately from your local distributor. Part numbers are as follows:

- 735-9139 for 5/16 lines
- 735-9140 for 3/8 lines

Where should I install the cooler?  If possible, locate the cooler in an area where it will be exposed to ram air. This helps maximize cooling. Install the cooler in-series and downstream of the radiator. This maximizes heat transfer and decreases transmission warm up times in colder weather. Most OEM installations are plumbed this way.

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Will putting an oil cooler in front of the radiator increase the engine operating temperature?  Not normally. Putting an auxiliary oil cooler system in the system decreases the temperature in the radiator in-tank oil cooler, and thus it can run a little cooler and the radiator temperatures should vary little from where they were before the oil cooler was installed.

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Tru-Cool Engineering Backed by Dana

Tru-Cool technology combines optimal heat transfer with improved protection against tube system failures. When automatically reassembling fluid flow path (ATF) is cold, it is more viscous. Unique Tru-Cool engineering enables ATF to flow more efficiently through two stacked plate or fin & plate configurations. The result is a longer life for your transmission. Protect your work, your warranties and your reputation with Tru-Cool—and get the advantage that comes from Dana-backed quality.

Engine Oil Coolers
- Can be used for transmission applications (trans only)
- Components sold as a Universal Kit (see here) or separately
- Available in four sizes, with ½ NPT female fittings
- Can be used for transmission applications (cores only)
- Dimensions: 5¾ x 11 x 1½
- 48 plates
- 30% more cooling and 15 times less flow restriction than traditional tube & fin design
- Available in 13 sizes
- Durable brazed aluminum construction with a lifetime guarantee
- Self-regulating for maximum cooling and running protection
- Remote thermal cool weather bypass and installation hardware included

Mounting Hardware
- Complete kit.
- Mounting Hardware
- Remote thermal cold weather bypass and installation hardware included

Better by Design
With their unique design, Tru-Cool transmission and engine coolers help keep the vehicles you rely on running cool, and that can save you major repair costs.

Here’s how it works:
- Automatic transmission fluid (ATF) is cold, it is more viscous. Unique Tru-Cool engineering enables ATF to flow more efficiently through two stacked plate or fin & plate configurations. The result is a longer life for your transmission. Protect your work, your warranties and your reputation with Tru-Cool—and get the advantage that comes from Dana-backed quality.

Drive Hard. Rest Easy. Check out our line of Tru-Cool products today!

Tru-Cool Product Line

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Kit Plates</th>
<th>Cooler Size (in.)</th>
<th>BTU Rating</th>
<th>Vehicle Type</th>
<th>GVW Rating</th>
<th>Fitting Size (in.)</th>
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<tr>
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<td>16</td>
<td>4 x 11 x 1½</td>
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<td>Standard</td>
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<td>H7B</td>
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<td>L7B</td>
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<td>Full-size</td>
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<tr>
<td>M7B</td>
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<td>15 x 11 x 1½</td>
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<tr>
<td>H7B</td>
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<td>17 x 11 x 1½</td>
<td>10,000</td>
<td>Full-size</td>
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<td>3/8 inch nuts</td>
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<tr>
<td>B7B</td>
<td>24</td>
<td>19 x 11 x 1½</td>
<td>20,000</td>
<td>Full-size</td>
<td>14,000</td>
<td>3/8 inch nuts</td>
</tr>
<tr>
<td>L7B</td>
<td>24</td>
<td>21 x 11 x 1½</td>
<td>10,000</td>
<td>Full-size</td>
<td>12,000</td>
<td>3/8 inch nuts</td>
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</table>

Tru-Cool Hardware

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Kit Plates</th>
<th>Cooler Size (in.)</th>
<th>BTU Rating</th>
<th>Vehicle Type</th>
<th>GVW Rating</th>
<th>Fitting Size (in.)</th>
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<tr>
<td>735-1101</td>
<td>76</td>
<td>3/8 hose barb</td>
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<td>735-1102</td>
<td>76</td>
<td>3/8 hose barb</td>
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<td>Medium/4</td>
<td>22,000</td>
<td>3/8 inch nuts</td>
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<tr>
<td>735-1103</td>
<td>76</td>
<td>3/8 hose barb</td>
<td>24,000</td>
<td>Standard</td>
<td>20,000</td>
<td>3/8 inch nuts</td>
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<td>735-1104</td>
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<td>3/8 hose barb</td>
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<td>735-1105</td>
<td>76</td>
<td>3/8 hose barb</td>
<td>24,000</td>
<td>Full-size</td>
<td>20,000</td>
<td>3/8 inch nuts</td>
</tr>
</tbody>
</table>

WARNING: The vehicles equipped with temperature below 0°F or C, the cold weather bypass will be required when using Tru-Cool Max coolers. When automatic transmission fluid (ATF) is cold, it is more viscous. Unique Tru-Cool engineering enables ATF to flow more efficiently through two stacked plate or fin & plate configurations. The result is a longer life for your transmission. Protect your work, your warranties and your reputation with Tru-Cool—and get the advantage that comes from Dana-backed quality.
**Tru-Cool Engineering Backed by Dana**

Tru-Cool technology combines optimal heat transfer with improved protection against fluid system failure. When automatic transmissions fail, the cost to repair can be expensive. Tru-Cool engineering enables ATFs to flow more efficiently through two open bypass channels positioned at the top of the cooler. As operating temperatures increase, ATF becomes thinner. Unique Tru-Cool engineering enables ATF to flow more efficiently through the two open bypass channels.

**Tru-Cool Transmission Oil Coolers**

- **Better by Design**
  - With their unique design, Tru-Cool transmission and engine coolers help keep the vehicles you rely on running cool, and that can save you major repair costs.

  **Here’s how it works:**
  - Automatic transmission fluid (ATF) is more viscous. Unique Tru-Cool engineering enables ATF to flow more efficiently through the two open bypass channels at the top of the system.
  - As operating temperatures increase, the ATF heats up and becomes thinner. The Tru-Cool system then directs the ATF through the core where it is cooled.

**Tru-Cool LPD Transmission Oil Coolers**

- **Available in 13 sizes**
- **Available in stacked plate or fin & plate configurations**
- **Same durable brazed aluminum construction, double cooler is your only option**
- **Precise fin spacing for efficient air flow and cooling**
- **Remote thermal cold weather bypass and installation hardware included**

**Tru-Cool Max**

- **The perfect choice when an auxiliary transmission oil cooler is your only option**
- **Same durable brazed aluminum construction, double the cooling performance of the Tru-Cool LPD**
- **Precise fin spacing for efficient air flow and cooling**
- **Remote thermal cold weather bypass and installation hardware included**

**Engine Oil Coolers**

- **Components sold separately or as a complete kit.**

**Mounting Hardware**

- **Components sold separately or as a complete kit.**

**Tru-Cool Product Line**

<table>
<thead>
<tr>
<th>Part Number</th>
<th># of Plates</th>
<th>Cooler Size (in.)</th>
<th>GVW Rating (kg)</th>
<th>BTU Rating</th>
<th>Fitting Size (in.)</th>
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<td>TRU420</td>
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<td>TRU426</td>
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<td>TRU623</td>
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<td>11 x 11 x 5</td>
<td>65,000</td>
<td>50,000</td>
<td>3/8 hose barb</td>
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</tbody>
</table>

**Engine Oil Coolers**

- Made for use in applications (name only)
- Components sold as a Universal Kit (per view) or separately
- Available in four sizes, with 1/2 NPT female fittings
- Universal fins only work on spin-on filters with thread size:
  - NPT (1 x 18)
  - 3/8 x 16
  - 1” x 12
  - 22 x 1.5 mm

**Tru-Cool Hardware**

- **3/8 inverted flare HEX**
- **5/16 inverted flare**
- **11/32 hose barb**

**Tru-Cool Installation Kit**

- **Includes 758 Cooler and hardware**

**Tru-Cool Max Installation Kit**

- **Includes 759 Cooler and hardware**

**Tru-Cool Testing**

- **Get longer life from your transmission and reduce the risk of costly repair bills.**

- **Tru-Cool transmission oil coolers help maintain lower operating temperatures, significantly extending the lives of both your lubricant and your transmission.**

- **Protect your work, your warranties and your reputation with Tru-Cool—and get the advantage that comes from Dana-backed quality.**
Drive Hard. Rest Easy. Get longer life from your transmission and reduce the risk of costly repair bills. Tru-Cool transmission oil coolers help maintain lower operating temperatures, significantly extending the lives of both your lubricant and your transmission. Protect your work, your warranty, and your reputation with Tru-Cool—and get the advantage that comes from Dana-backed quality.

Tru-Cool Engineered Backed by Dana
Tru-Cool technology combines optimal heat transfer with improved protection against tube system failure. When automatically rerouting fluid into the cooler, Tru-Cool transmission engineering allows ATF to flow more efficiently through open bypass channels positioned at the top of the cooler. As operating temperatures increase, ATF becomes hotter and thinner. This flow detected through the core where it is cooled. The result is a longer life for your transmission.

Engine Oil Coolers
Available in four sizes, with ½" x 16 – 13/16" x 16 – 20 x 1.5 mm – 13/16" x 16 – 20 x 1.5 mm

Components sold separately or as a Universal Kit (seen here) or separately. Available in stacked plate or fin & plate configurations. Available in 13 sizes. 

Mounting Hardware
Components sold separately or as a complete kit. Can be used for transmission applications (pumps only): Engine Oil Cooler Kit includes L7B Cooler and hardware.

Tru-Cool LPD Transmission Oil Coolers
• 13/16" roll angle and 12.5° roll angle restriction
• Traditional tube & fin design
• Quick-tear aluminum construction with a lifetime guarantee
• Available in steady plate & plate configurations
• Available in 13 sizes

Tru-Cool Max
• The perfect choice when an auxiliary transmission oil cooler is your only option
• Same durable brazed aluminum construction, double the cooling performance of the Tru-Cool LPD
• Precise fit spacing for efficient air flow and cooling
• Remote thermal cold weather bypass and installation hardware included

Better by Design
With their unique design, Tru-Cool transmission and engine coolers help keep the vehicles you rely on running cool, and that can save you money before, during and after the warranty.

Here’s how it works:
• Automatic transmission fluid (ATF) is more viscous when it’s colder. Thinner ATF flows more efficiently through the two open bypass channels at the top of the system.
• As operating temperatures increase, the ATF heats up and becomes thinner. The Tru-Cool system then directs the ATF through the core where it is cooled.
• You get optimal heat transfer and improved protection against tube system failure.
• Drive hard. Rest easy. Check out our line of Tru-Cool products today!

Tru-Cool LPD Transmission Oil Coolers

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Size</th>
<th>BTU Rating</th>
<th>Application</th>
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<tbody>
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<td>Off-road vehicles, Industrial applications</td>
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<td>Recreational vehicles, Industrial applications</td>
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Tru-Cool Max Transmission Oil Coolers

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<thead>
<tr>
<th>Part Number</th>
<th>Cooler Size (in.)</th>
<th>BTU Rating</th>
<th>Vehicle Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPM45201</td>
<td>3½x11x1½</td>
<td>19,000</td>
<td>Recreational vehicles, Industrial applications</td>
</tr>
<tr>
<td>LPM45211</td>
<td>5½x11x1½</td>
<td>22,000</td>
<td>Medium duty V8 cars, Industrial applications</td>
</tr>
<tr>
<td>LPM45241</td>
<td>6½x11x1½</td>
<td>22,000</td>
<td>Medium duty V8 cars, Industrial applications</td>
</tr>
<tr>
<td>LPM45251</td>
<td>7½x11x1½</td>
<td>28,000</td>
<td>High performance applications, Industrial applications</td>
</tr>
</tbody>
</table>

Tru-Cool Product Line

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Size</th>
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<th>Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPD4532</td>
<td>5½x11x1½</td>
<td>16,000</td>
<td>Off-road vehicles, Industrial applications</td>
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<tr>
<td>LPD4533</td>
<td>6x11x1½</td>
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<tr>
<td>LPD4534</td>
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<td>Heavy duty V8 cars, Industrial applications</td>
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<td>LPD4535</td>
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<tr>
<td>LPD4536</td>
<td>8½x22x1¼</td>
<td>34,000</td>
<td>High performance applications, Industrial applications</td>
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</tbody>
</table>

Tru-Cool Hardware

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Size</th>
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<th>Application</th>
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</thead>
<tbody>
<tr>
<td>723A-4269</td>
<td>1/2&quot;</td>
<td>20,000</td>
<td>Recreational vehicles, Industrial applications</td>
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<tr>
<td>723B-9129</td>
<td>3/8&quot;</td>
<td>28,000</td>
<td>Medium duty V8 cars, Industrial applications</td>
</tr>
</tbody>
</table>

Tru-Cool Universal Kits only work with spin-on filters with these thread sizes: M7B, H7B, B7B, L7B, M7B, H7B, B7B, L7B, M7B, H7B, B7B, L7B.
Frequently Asked Questions

What is the difference between “tube & fin” and Tru-Cool coolers?
A Tru-Cool cooler has more plates for ATF to flow more efficiently. It also has more "live" surface area than tube & fin, which further enhances cooling. Finally, though both designs are made of aluminum, the design and manufacturing process that controls the Tru-Cool makes them much more durable.

How can larger tube & fin coolers offer less cooling?
Bigger isn’t always better. Tube & fin designs are inefficient and have a lot of dead space, while the Tru-Cool stacked plate design puts most of the oil close to the surface that is in contact with passing air. In fact, when it comes to cooling, the Tru-Cool cooler is up to 30% more efficient than tube & fin designs.

Which cooler should I use for a diesel application?
In most diesel applications, the transmission line is large. The cooler’s fitting should not be smaller than the lines. The smaller lines will restrict the transmission fluid flow.

The fittings supplied do not work with my application. What should I do?
We have supplied fittings for the four most common applications. Compression fittings can be purchased separately from your local distributor. Part numbers are as follows:
- 735-9139 for 5/16 lines
- 735-9140 for 3/8 lines

Where should I install the cooler?
If possible, locate the cooler in an area where it will be exposed to ram air. This helps enhance cooling. Install the cooler downstream of the radiator in-tank oil cooler. This maximizes heat transfer and decreases transmission warm-up times in colder weather. Most OEM installations are plumbed this way.

How should I mount the oil cooler fittings?
Fittings can be located up, down or sideways. This advantage, plus their compact design, makes installation of our coolers quick and easy.

Should I disconnect the radiator in-tank oil cooler when I install a Tru-Cool cooler?
Whenever possible, do not disconnect the in-tank oil cooler. It offers additional cooling and helps preheat the transmission. In colder climates, the in-tank oil cooler should never be disconnected from the system.

Will putting an oil cooler in front of the radiator increase the engine operating temperature?
Not normally. Putting an auxiliary oil cooler system in the system decreases the temperature in the radiator in-tank oil cooler, and thus in turn puts less of a load on the radiator. In fact, when it comes to cooling, the Tru-Cool cooler is up to 30% more efficient than tube & fin designs.

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Will installing an oil cooler affect my vehicle customer warranty?
In most cases, installing an oil cooler you install. Vehicle manufacturers do not normally approve of the installation of tube & fin coolers, since they are very flow-restrictive. LPD oil coolers, though, are virtually the only cooler now being used for OEM factory installations. Contact your local dealer for approval.