

# Non-Serviceable Automotive Transmission Filters

Transmissions designed with “Non-serviceable” transmission filters were introduced in the 70s and has been used by many manufactures. Caution and care must always be taken when replacing any filter. Only a qualified transmission specialist should attempt to replace a non-serviceable filter. 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 is required for filter service. These can be divided into groups or types.

The first type is one that does not have the traditional pan. The transmission case consists of two case halves that have to be split apart to access the filter. Additional seals, rings and gaskets are often required before reassembly.

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

The third type 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. The external filters are easily replaced, but replacing the primary filter would require partial or total disassembly of the transmission.

Before attempting to change any non-serviceable transmission filter, always refer to the manufacture’s service manual for the proper filter replacement procedure.

### FOR ADDITIONAL INFORMATION, CONTACT:

Filter Manufacturers Community ■ 7101 Wisconsin Ave., Suite 1300 ■ Bethesda, MD 20814  
P 301-654-6664 ■ F 301-654-3299 ■ W [autocare.org/fmc](http://autocare.org/fmc) ■ FMC is a community of the Auto Care Association