

Quick 10 Success Sheet

Thank you for purchasing the Quick 10 transmission controller for the Ford and GM 10-speed transmissions. We believe that you will be very satisfied with the operation and features of the Quick 10, while experiencing reliable transmission operation with excellent longevity. To get started, please download and install the latest tuning software from usshift.com/software.shtml.



Please read the installation manual carefully and follow this simple checklist to insure the best performance and durability from your 10R or 10L / Quick 10 combination.

☐ Before driving your vehicle, please insure that an appropriate tune is loaded into all tables of the controller with the torque level set to the correct value for your engine combination. If you are not sure, please use the tuning software to insure that the controller is properly calibrated to match your engine's capabilities. It is critical to set the proper engine torque output setting using the "Engine Torque" tab in the settings box. You can start by opening one of the example tune files, setting the torque level and other relevant settings, then writing it to all tables of your controller. If prompted to reset shift learning while writing the tables, be sure to select "Yes". If you are unsure of the torque output of your engine, guidelines are provided in the "Engine Torque" tab. We use torque rather than horsepower as it can vary significantly between two engines with the same horsepower (large displacement, low RPM gas or diesel versus high-revving small displacement engines). Ultimately, torque is what the clutches must carry, thus the correct pressure data must be used.

This controller was shipped with the torque level set to:

___ Up to 420 ft/lb ___ 420-550 ft/lb ___ 550-700 ft/lb ___ 700-900 ft/lb ___ 900+ ft/lb

If this is not the correct torque setting for your engine, please use the tuning software to update this setting, as described above. As a guideline, please note that engine torque and horsepower are equal at 5252 RPM. These values are specified at the crankshaft, not at the wheels (about 15-20% higher than wheel torque).

☐ The ground wires of the Quick 10 controller are the most important wires that you will connect. Please refer to the included ground wiring advisory sheet to insure that the grounds are connected correctly according to your application. Please note that EFI and carbureted/mechanical diesel applications utilize different grounding methods. Grounding points should not be shared with high-current items, such as electric cooling fans.

☐ After the controller is installed, but before starting your engine, turn the ignition on and run the TPS calibration procedure in the setup menu. Failure to do so may cause the transmission to operate with pressures that are too low for the current engine output and could cause transmission damage. Also, please remember to repeat these procedures if your controller has been updated to newer firmware.

☐ Please do not change the static line pressure curve from those included in the example tune files unless you have been advised to do so by our tech support department. The line pressure curve is optimized for all applications and changing it will usually only be detrimental to shift quality or durability.

☐ For proper cooling, the 10R80 transmission requires 1/2" or -8 AN cooler lines, as well as a transmission cooler with fitting sizes to match these line sizes. Do not restrict the cooler lines in any way or adapt them down to a smaller size, such as 3/8". Also, please insure that the cooler is large enough to cool the transmission and that it is located in the direct air stream at the front of the vehicle, or has an integrated fan to insure positive air flow. Please note that some 10L80/90 transmissions do use 3/8" cooler lines, but we recommend 1/2" for best results.

☐ Please note that most 10-speed transmissions utilize a thermostat to bypass the cooler circuit below approximately 165° F. When filling and checking the fluid level, the transmission MUST reach a temperature of at least 175° F before verifying the final fluid level. Failure to do so can cause the transmission fluid level to drop to an unacceptable level when the thermostat opens and fills the cooler circuit. In some cases, the fluid level can drop far enough to cause severe transmission damage. Also, please verify the calibration of remote dipsticks during installation by comparing their marks to the OEM "stub" dipstick and measuring relative to the fluid pan rail. Please also note that transmission fluid expands significantly with temperature, so the level must be set at operating temperature to avoid overfilling, which will cause fluid aeration and transmission damage.

☐ Shift Linkage must have the proper ratio and be properly adjusted so that, in each position, the transmission shift lever is resting in the bottom of the detent in the transmission and that it is not being pulled off of the center of the detent by the gates in the shifter. If the shift lever is not in the center of the detent, it is likely that line pressure to the clutches will be reduced in 10LXX transmissions (due to leakage or restriction at the manual valve) and slippage may occur. A fault code will likely appear to warn of this condition. Ford transmissions will only set a fault in this case, since they do not have a manual valve, but this fault should still be corrected.

☐ For any automatic transmission, the most critical part of installation is to insure that the torque converter is fully engaged into the transmission. This can be more difficult than expected sometimes, but is mandatory. Failure to do so will damage the torque converter, the transmission, and possibly the engine's thrust bearings (the side portion of the main bearings). There should be a small space between the flex plate and the converter when attaching the transmission to the engine. If not, stop! The first rule of the mechanical world is, "If it don't fit, don't force it!"

☐ For torque levels above 700 ft/lb, upgraded transmission internals may be necessary. Please note that excessively firm shifts will increase the likelihood of hard part failure. If you are using our torque management output to reduce engine power during shifts, then it will be possible to apply more power with a stock transmission. Torque management is recommended above 550 ft/lb, and required above 700 ft/lb.

☐ Before driving, verify that no error messages are present on the controller display and address any errors that may be present. Verify that no errors are shown when driving the vehicle and start out using light throttle only. If a shift flare (RPM increase during upshifts) or sluggish shift occurs, it should begin to improve within a few shift cycles. Do not apply more throttle unless shift quality is acceptable at light throttle. If shift quality does not begin to improve, please contact our tech support department for assistance.

☐ If you are not satisfied with the shift quality or if you feel that something is not working properly, please don't hesitate to contact us or send us a data log showing the issue in question. We are more than happy to examine your data logs and assist with troubleshooting.

Video on sending a data log to us: youtu.be/fFuFuKYWVNU

Thank you for your continued business!



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