

# TRANSMISSION SERVICING - M/T

## MANUAL TRANSMISSION SERVICING Ford Motor Co.

### LUBRICATION

#### SERVICE INTERVALS

Check fluid level whenever malfunction is suspected, leakage is observed, or after vehicle operation in water. Periodic draining and refilling is not required.

#### CHECKING FLUID LEVEL

Check lubricant level at transmission filler plug hole. It should be level with bottom of filler hole. Add lubricant as needed.

#### RECOMMENDED FLUID

All transmissions except Warner T19A, T19C and ZFS5-42 should use 80W multipurpose gear lubricant meeting Ford specification ESP-M2C83-C. Warner T19A and T19C transmissions use SAE 30 or SAE 50 engine oil, depending upon ambient air temperatures. ZFS5-42 should use Mercon ATF. If vehicle will be operated at temperatures below 0°F (-18°C), SAE 30 should be used. SAE 50 should be used if temperatures are consistently above 0°F (-18°C).

#### FLUID CAPACITY

**NOTE:** Capacities given are approximate. Correct fluid level should be determined by level at filler plug hole, rather than amount added.

#### TRANSMISSION REFILL CAPACITY (AEROSTAR)

Application	Quantity
Mazda 5-Speed	3.0 pts. (1.4L)

#### TRANSMISSION REFILL CAPACITY (BRONCO, "E" VAN & "F" PICKUP)

Application	Quantity
Warner T-18 4-Speed	7.0 pts. (3.3L)
Warner T-19A & C 4-Speed	7.0 pts. (3.3L)
New Process 435 4-Speed	
With Extension	7.0 pts. (3.3L)
Without Extension	6.5 pts. (3.3L)
Ford (TOD) 4-Speed Overdrive	4.5 pts. (2.1L)
Ford 4-Speed Overdrive	4.5 pts. (2.1L)

#### TRANSMISSION REFILL CAPACITY (BRONCO II & RANGER)

Application	Quantity
Mazda 5-Speed (2WD) or (4WD)	4.0 pts. (1.7L)
Mitsubishi 5-Speed (4WD)	3.0 pts. (1.4L)

# ADJUSTMENTS

## SHIFT LINKAGE 4-SPEED OVERDRIVE

**NOTE:**        **Shift linkage may be adjusted only on the 4-speed overdrive transmissions. All other models use a internal shift linkage which cannot be adjusted.**

1. Disconnect all 3 shift rods and insert a 1/4" diameter pin in alignment hole in shifter assembly. Align 1-2 (rear) and 3-4 (front) shift levers in Neutral position. Turn Reverse (middle) lever counterclockwise to the Neutral position.
2. Rotate transmission output shaft to ensure all levers are in Neutral. Turn reverse lever fully clockwise to Reverse position. This causes the interlock system to align 1-2 and 3-4 rails in precise Neutral positions. Install 1-2 and 3-4 shift rods on shift levers and tighten lock nuts.
3. Rotate reverse lever back to Neutral position. Install reverse shift rod and lock nut. Remove alignment pin and check for proper linkage operation.