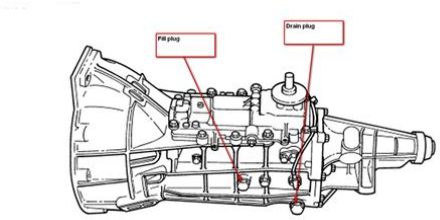
91 f150 manual transmission fluid



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Book Descriptions:

91 f150 manual transmission fluid

Then it is full. Manuals dont actually use transmission fluid, only automatics. Denny, ignore my post! Just trying to figure out how much I Most of it drained out while I was pulling it out. Thank yall But the parts guys and the ford dealership say its supposed to be 75w140. Which should I use Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. One Dexron the other 80w. Any help The code is on the door post tag. kinda late now or Id go look at it. One sure way to find out is to pull the fill plug and stick your finger in. You can tell the difference in the fluids right off. Was there 2 years and hated the rain and gray. These are your possibilities. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Has the 5 speed manual. Runs good and all and I want to change out all the fluids. The owners manual says to use Type F ATF. Is this info outdated, and if so, what would be a better choice for the truck. Type F is just such an ancient spec, that I have to believe there is something better. I believe the trans is manufactured by Mazda. Any input would be appreciated. Also, the trans looks to be leaking from what look to be rubber plugs. Is there an alternative to just putting in new rubber plugs Its inexpensive enough that you can keep it changed regularly. There are other options that will cost more such as synthetic type F racing ATFs or one of the synchromesh or synthetic MTFs. Cant you use Mercon in those. If Mercon will work, then a synthetic Mercon should work Mobil 1. Call your local Ford place and see what they use. Im guessing Mercon or Mercon V so that they can cut down on the number of fluids they need to keep around. So a thiner MTF should be fine. I believe there were replacement metal plugs for the rubber ones that would shrink and leak.http://www.misvo.cz/userfiles/candy-cpca270ffk-manual.xml

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So a thiner MTF should be fine. I believe there were replacement metal plugs for the rubber ones that would shrink and leak.I believe the opposite is true. You WANT friction modified fluid for the synchros in the tranny. Modern fluids are superb. Get a lightweight full synthetic synchromesh type from Redline, Amsoil, or a dino Pennzoil Synchromesh. Dont put Mercon V or Mercon SP in it. Being completely honest if you suspect its currently filled with Type F and it shifts perfectly fine Id stick with that. If it aint broke dont fix it. Type F is probably speced for the PS fluid, but not the trans fluid. So a thiner MTF should be fine. I believe there were replacement metal plugs for the rubber ones that would shrink and leak.I believe the opposite is true. You WANT friction modified fluid for the synchros in the tranny. Modern fluids are superb. Get a lightweight full synthetic synchromesh type from Redline, Amsoil, or a dino Pennzoil Synchromesh. Let me clarify, If a transmission specs Type F which has no friction modifiers. Thats what I would use to replace.Of course you can always experiment. I preferred redline MTL to mercon in a 2005 ranger 4.0manual. The factory syn MTL in my focus was much better than redline MTL IMO. The subaru is probably going to keep factory fluids in it.Modern light manual trans lubes are superior in every way. Type F is probably speced for the PS fluid, but not the trans fluid. The OP could be correct. Some manual transmissions are designed to use thinner ATF instead of gear oil. Type F is probably speced for the PS fluid, but not

the trans fluid. You, my good man are correct. I am a complete moron. Manual clearly states Merc for the trans and Type F for the PS. No excusesI bookmarked the wrong page and came back to it later and read Type F. Again, sorry to waste all yalls time.You can also use replacement metal plugs if you still have a leak. I used Mercon ATF in my Ranger and my F150, they both worked great.http://vinovnik.cz/files/candy-cmg-2394-ds-service-manual.xml

You can also use replacement metal plugs if you still have a leak. I used Mercon ATF in my Ranger and my F150, they both worked great. Bobquick question How did you get to the plugscan it be done from the bottom or would I have to peel back the carpet and get to them from the top I do want to clear up annoying misinformation though. If a tranny does in fact require Type F fluid, then use it. Type F fluid has NO friction modifiers FM. FMs are additives that make an ATF MORE slippery not less. That is what Type F means, no friction modifiers. When gauging what ATF to use, never go more slippery. I would error on the side of too few FMs that more. I would rather my clutches slip less than more than stock. That is what Type F means, no friction modifiers. When gauging what ATF to use, never go more slippery. I would error on the side of too few FMs that more. I would rather my clutches slip less than more than stock.A special Friction Modifier FM additive is incorporated into the base oil of manual transmission fluids to allow just the right amount of friction before engagement in the synchro assembly. I.E., this specialized FM chemistry gives rise to a specific coefficient of friction COF to allow engagement without “crunching.” Automatic Transmission Fluids ATF DO NOT have these specialized FM’s. Note, the specialized FM used in manual transmissions is NOT the same FM used in Limited Slip Differentials, nor is it the same FM used in Automatic Transmissions, nor is it the same FM used in engine oils. It is important to understand that there are different FM chemistries for different automotive applications! This fluid helped shifting in colder weather and the tranny lasted for ever. I gave the truck to my son and he finally sold it this year with 354K. The M5ODR2 was the heavyduty version of the M50DR1, which transmitted power for the compact Ford Ranger, but was virtually identical in design.

The 1992 F150s fivespeed transmission only came with trucks equipped with the 4.9liter inline sixcylinder engine or the 5liter V8. Background The Ford Motor Company developed a partnership with the Japanbased Mazda Motor Corporation in the late 1960s and collaborated extensively in developing the compact Ford Courier pickup, which was a rebadged Mazda BSeries truck. In addition to the truck, Mazda provided mechanical components, including engines and transmissions, to Ford. In 1979, Ford acquired a 25percent stake in Mazda. The partnership was particularly beneficial to Ford during the fuel shortages of the 1970s and a downturn in the economy in the early 1980s. Mazda provided efficient, durable components that kept costs down. During the 1980s, Ford relied heavily on a transmission produced not by Mazda, but the Michiganbased BorgWarner Company. The BorgWarner T18 fourspeed manual transmission was a heavyduty castiron gearbox available for two and fourwheel drive F150s. Enter the M5OD In 1988, Ford equipped its F150 trucks with the M5ODR2 fivespeed manual from Mazda. The designation stood for Manual, FiveSpeed with Overdrive. R2 designated the transmission for heavy lifting compared to the lighter R1 model. The BorgWarner T18, which Ford used in its trucks since 1956, remained in Fords transmission lineup until 1992. The Mazda M5ODR2 was lighter and more efficient, but its service was limited to the venerable 4.9liter straightsix or the 5liter V8. These two engines were the smallest of the 1992 F150 lineups, which had also had the 5.8 and 7.5liter gasoline V8s and a 7.3liter diesel V8. The 4.9 Six was a bigblock version of the old Falcon sixcylinder engines, and powered F150s and commercial trucks since 1964. The 1992 F150 4.9liter version generated 145 horsepower. The 1992 5liter V8, which developed 185 horsepower, derived from the original 302cubicinch V8s that originally powered the firstgeneration Mustangs.

http://eco-region31.ru/3m-mp180-user-manual

M5ODR2 Features The M5ODR2 featured an extension housing, shift cover, integral bell housing

and aluminum case. It was not much different from the M5ODR1s, but it was slightly larger and had the shift lever mounted in the middle of the shift cover. Mazda produced the fully synchronized transmission for two and fourwheel drive 1992 F150s. When the 4.9liter 300 ceased production in 1996, the Mazda converted the M5ODR2 to adapt to Fords modular 4.6liter engines. Gear Ratios The M5ODR2s gear ratios were substantially different from the BorgWarner T18. References Mazda Partnership with Ford Blue Oval Trucks Ford Manual Transmissions The Ranger Station Ford Ranger Manual Transmissions Vibrates Software Ford Motor Company Transmission Gear Ratios, 19922012 About the Author This article was written by the It Still Works team, copy edited and fact checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. More Articles T5 Transmission Specifications Ford 302 Engine History 2003 Ford Truck V10 Fuel Mileage Super T10 Transmission Specifications Where Are Nissan Vehicles Made. The R2 was only used in applications that featured the 300 I6, 4.2L V6, 5.0L V8, and 4.6L V8 engines the transmission was not available behind larger engines such as the 351W and 5.4L V8. Billings, MT 59106. United States of America Over the years, lubricant specifications and service requirements have changed which can make choosing the correct fluid for your Transfer Case difficult. This is especially true with Ford as the latest version of MerconV Fluid is NOT approved for use in 4x4 Transfer Cases. We have compiled the handy chart below to help you select the correct Transfer Case Fluid for your Ford 4x4. For later model years, the transfer case fluids are VERY specific. Do NOT USE generic fluids in these transfer cases!!!!

For older transfer cases, you can upgrade to newer synthetic base fluids, but you should rebuild or at least replace the old seals as additives in synthetic fluids may not be compatible with old seals. The following Chart was compiled using OEM Factory Shop Manuals and MOTOR Specification Guides. While we have made every effort to present accurate information, the information in this chart in no way supersedes or replaces the recommendations in your Ford OEM Owners Manual, Shop Manual, or other official Ford publication or specification list. Ford specification is ESPM2C83C. In 1992, D8DZ19C547A was replaced by F2ZZ19C547A SAE 80w Manual Transmission Fluid which was later replaced by XT4QGL 75w90 GL4 Conventional Gear Lube Ford Specification WSSM2C203A1 AND XTM5QS 75w90 Full Synthetic Manual Transmission Fluid Ford Specification WSSM2C200C. Both Dodge and GM also used the NP203 Transfer Case and both specify 10w30 Engine Oil. Since Ford is not claiming the newer manual transmission fluids are backwards compatible with 19781979 NP203 transfer cases and we do not think they are, we recommend you stick with Original Equipment recommended engine oils for your Ford NP203. Ford transmission fluid supersession Information is current as July 2017. Ford specification is ESPM2C83C. In 1992, D8DZ19C547A was replaced by F2ZZ19C547A SAE 80w Manual Transmission Fluid which was later replaced by XT4QGL 75w90 GL4 Conventional Gear Lube Ford Specification WSSM2C203A1 AND XTM5QS 75w90 Full Synthetic Manual Transmission Fluid Ford Specification WSSM2C200C. Ford does not claim XT4QGL or XTM5QS are backwards compatible with the 19781979 NP205, but while we recommend you use the same SAE 50 engine oil as Ford specified for the 19731979 NP205, we would not be afraid to use XT4QGL 75w90 Gear Lube or XTM5QS 75w90 Full synthetic Manual Transmission Fluid in a Ford NP205 that had new seals original seals may not be compatible with newer oil base stocks and additives.

Dexron II was replaced by Dexron III. For 19871996 Bronco, F150 and 19881997 F250, F350 model years, Ford originally specified Mercon. Mercon has now been superseded by Mercon V which is NOT recommended for use in 4x4 transfer cases. Until mid 2018, Ford specified synthetic base Motorcraft XL12 Transfer Case Fluid for use in chain drive transfer cases that originally used

Dexron II or Mercon, however, since that time Ford has superseded XL12 with Mercon LV. As of May 2019 an old Motorcraft web page still lists Mercon LV as Not For Use in Transfer Cases, but the most recent LV pag e specifically states LV is now for all transfer cases.Ford introduced Mercon ATF in 1987 and Mercon is the recommended fluid for most 1997 to 2007 4x4 Ford transfer cases. Mercon was superseded by Mercon V which is NOT recommended for use in transfer cases so Ford was recommending XL12 for use in 19972007 transfer cases which has been replaced by Mercon LV. As of May 2019 an old Motorcraft web page still lists Mercon LV as Not For Use in Transfer Cases, but the most recent LV pag e specifically states LV is now for all transfer cases. I cant find mine I dont get why either. I cant find mine I dont get why either. To check the fluid you will need to get under the truck and remove a check plug. The plug will be about half way up the trans case either on the left or right side. Take the plug out and put your finger in the hole. Make sure you pull the plug that is half way up the case and not the one at the bottom as that one will drain the fluid out. Reference the photo below.Reference the photo below.Mine is actually white and hidden you need to get ontop of the engine to see Mine is actually white and hidden you need to get ontop of the engine to see Login to post Does it have the correct type and amount of fluid in the transmission. There should be a dipstick you can check.

After that, the problem could be with the linkage at the shifter, or the linkage at the transmission, or internal to the unit.If it is a manual transmission then it does not have a dipstick.Take out your transmission dipstickmake sure it is not the oil dipstick put a funnel in the tube and add the trans fluid. Check the fluid when the trans is warm because trans fluid expands with heat and you want to make sure you dont overfill. Add small amounts at a time.It should be on the front of the transmission somewhereThe fluid level is determined by a fill plug in the side of the tranny. If the fluid is up to the level of the fill hole, then it is full. Answer questions, earn points and help others. You may order presentation ready copies to distribute to your colleagues, customers, or clients, by visiting If your transmission fluid is leaking, it can cause damage to your engine. Manual transmissions consist of internal gears, bearings, and synchronizers that are allow the driver to shift gears. Many manual transmissions are lubricated with a heavy petroleumbased oil. When this oil breaks down, its lubricating properties break down, which can make it harder for the driver to get the transmission into gear. Place the wheel chocks around the rear tires. Using the hydraulic floor jack, lift the front of the vehicle one side at a time at the manufacturer’s suggested jacking points. Lift it just high enough for you to gain clearance underneath. Place the jack stands under the manufacturer’s lifting points and lower the vehicle onto the jack stands. Most of the time, the filler plug is a large bolt located about halfway up the side of the transmission. Using the ratchet and the socket that fits snug on the filler plug, remove the filler plug. Check the fluid level per the manufacturers specifications from a repair manual. If you don’t, then the fluid is low. If there is fluid at that level, then no additional fluid is needed.

Using the fluid pump, add fluid into the transmission through the filler plug. Reinstall the filler plug and tighten it to manufacturer’s specifications. Using the floor jack, lift the vehicle one side at a time and remove the jack stand. Then lower the vehicle to the ground. However, if you are not familiar with the type of system your vehicle has or if you are not comfortable replacing the transmission fluid yourself, then you should consult the assistance of a certified mechanic, like one from YourMechanic. If you’re in doubt about how frequently to check your transmission fluid, you can look up your car to find out more about when your car needs to be serviced. Get service at your home or office 7 days a week with fair and transparent pricing. Check your inbox to get started. Please consider whitelisting Autoblog. But ads are also how we keep the garage doors open and the lights on here at Autoblog and keep our stories free for you and for everyone. And free is good, right. If youd be so kind as to whitelist our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. A drop down menu will appear. The exact text will differ depending on the actual application you have running. It only takes a few seconds. Please follow the

instructions below to enable JavaScript in your browser. If you want NextDay, we can save the other items for later. Order by, and we can deliver your NextDay items by. You won’t get NextDay delivery on this order because your cart contains items that aren’t “NextDay eligible”. In your cart, save the other items for later in order to get NextDay delivery. Oops! There was a problem with saving your items for later. You can go to cart and save for later there.Get more info All Rights Reserved. To ensure we are able to help you as best we can, please include your reference number Feedback Thank you for signing up. You will receive an email shortly at Here at Walmart.

com, we are committed to protecting your privacy. Your email address will never be sold or distributed to a third party for any reason. If you need immediate assistance, please contact Customer Care. Thank you Your feedback helps us make Walmart shopping better for millions of customers. OK Thank you! Your feedback helps us make Walmart shopping better for millions of customers. Sorry. We’re having technical issues, but we’ll be back in a flash. Done. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below.Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved.