I'm not a robot



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We'll cover everything from gathering the necessary tools and materials to performing the fluid change itself, providing you with the confidence to tackle this maintenance task at home. If you notice a burnt smell coming from the transmission, it's a sign of overheating, which could be caused by low or degraded fluid. Drive the vehicle for a few
minutes to warm up the fluid and make it more fluid for draining. Your Ford Ranger's automatic transmission fluid is vital for smooth gear changes and overall performance. Over time, this fluid degrades, losing its lubricating properties and potentially causing damage to your transmission. Knowing how to change automatic transmission fluid Ford
Ranger is essential for maintaining your truck's longevity and reliability. This comprehensive guide will walk you through the process of changing your Ford Ranger's transmission fluid, ensuring you have a clear understanding of the steps involved. We'll cover everything from gathering the necessary tools and materials to performing the fluid change
itself, providing you with the confidence to tackle this maintenance task at home. Why Change Your Transmission system. It performs several critical functions, including: Lubrication: ATF lubricates the transmission system. It performs several critical functions, including: Lubricates the transmission fluid (ATF) is a vital component of your Ford Ranger's transmission fluid.
friction and wear. Cooling: ATF helps dissipate heat generated by the transmission, preventing overheating. Cleaning: ATF carries away debris and contaminants, keeping the transmission clean. Hydraulic fluid: ATF acts as a hydraulic fluid, transmission clean. Hydraulic fluid: ATF acts as a hydraulic fluid fluid.
down due to heat, friction, and contamination. This degradation can lead to: Rough shifting: As the fluid loses its lubricating properties, the transmission failure: Severe fluid degradation can damage the transmission's internal components, leading to costly repairs or even replacement. Regular transmission fluid
changes are crucial to avoid these issues and prolong the life of your Ford Ranger's transmission. When to Change Your Transmission fluid every 30,000 miles, this timeframe can vary depending on your driving habits and conditions. If you frequently tow heavy loads or drive in extreme
conditions, you may need to change your fluid more often. Here are some signs that your transmission fluid may need changing: Dark or burnt, it's likely degraded and needs replacing. Slipping or rough shifting: If your transmission slips or shifts harshly, it could be a sign of low or
contaminated fluid. Unusual noises: Grinding or whining noises from the transmission could indicate a problem with the fluid or internal components. Burning smell: If you notice a burnt smell coming from the transmission, it's a sign of overheating, which could be caused by low or degraded fluid. Gathering the Tools and Materials Before diving into
the fluid change, gather the necessary tools and materials: New transmission fluid: Consult your Ford Ranger's owner's manual to determine the correct type and quantity of ATF. Transmission fluid as you drain it. Socket wrench: You'll need a socket wrench that fits the drain plug on your transmission pan. Torque
wrench: This is optional but recommended to ensure the drain plug is properly tightened. Funnel: For safely pouring the new fluid into the transmission. Gloves: Protect your hands from the hot fluid and potential contaminants. Safety glasses: Protect your eyes from splashes or debris. Jack and jack stands: To safely lift the vehicle for access to the
transmission pan. Rag or shop towels: For cleaning up spills and wiping down components. Step-by-Step Guide to Changing Transmission fluid: 1. Park your vehicle on a level surface: Ensure the parking brake is engaged and the vehicle is in "Park" or
"Neutral." 2. Warm up the transmission: Drive the vehicle for a few minutes to warm up the fluid and make it more fluid for draining, 3. Locate the transmission pan: Place the drain pan beneath the transmission pan to catch the
old fluid. 5. Remove the drain plug: Using the socket wrench, carefully remove the drain plug from the transmission pan. 6. Drain the old fluid to completely drain into the pan. 7. Replace the drain plug: Once the fluid has drained, clean the drain plug and thread it back into the transmission pan. Tighten it securely using the torque
wrench if you have one. 8. Remove the transmission pan: Gently pry the transmission pan off the transmission using a pry bar or flathead screwdriver. Be careful not to damage the pan and filter: Remove any debris or gasket material from the pan and the transmission filter. 10. Install new pan gasket: Apply a thin
layer of transmission sealant to the new pan gasket and install it on the pan. 11. Replace the transmission with new fluid: Using the funnel, pour the new transmission fluid into the transmission dipstick tube until the fluid level reaches the
"Full" mark on the dipstick. 13. Start the engine: Start the engine and allow it to idle for a few minutes. 14. Check the fluid level: After the engine has idled, check the fluid level: After the engine and allow it to idle for a few minutes. 14. Check the fluid level: After the engine and allow it to idle for a few minutes. 14. Check the fluid level: After the engine has idled, check the fluid level: After the engine and allow it to idle for a few minutes. 14. Check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled, check the fluid level: After the engine has idled,
Transmission Fluid Change Here are some tips to make your transmission. Work on a level surface: A level surface type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic to determine the appropriate type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic type of fluid: Consult your Ford Ranger's owner's manual or a trusted mechanic type of fluid in the properties of the fluid in the fluid 
ensures accurate fluid level readings and prevents spills. Protect yourself: Wear safety glasses and gloves to protect your eyes and hands from the hot fluid. Be careful not to overtighten ing can damage the transmission pan or drain plug. Clean up any spills: Dispose of the old transmission fluid properly and clean up any
spills immediately. Beyond the Basics: Additional Considerations While the above steps provide a comprehensive guide for changing your transmission fluid, some additional considerations Can enhance the process: Consider a complete flush: Instead of just draining and refilling, a complete transmission fluid, some additional considerations while the above steps provide a comprehensive guide for changing your transmission fluid, some additional considerations while the above steps provide a complete flush: Instead of just draining and refilling, a complete transmission fluid, some additional considerations while the above steps provide a comprehensive guide for changing your transmission fluid, some additional considerations while the above steps provide a complete flush: Instead of just draining and refilling, a complete transmission fluid, some additional considerations while the above steps provide a comprehensive guide for changing your transmission fluid, some additional considerations while the above steps provide a complete flush: Instead of just draining and refilling, a complete transmission fluid, some additional considerations while the above steps provide a complete flush: Instead of just draining and refilling, a complete transmission fluid, some additional considerations while the above steps provide a complete flush: Instead of just draining and refilling and refilling a complete flush in the above steps provide a complete flush in the ab
entire system, removing more contaminants and ensuring optimal performance. Inspect the transmission filter: During the pan removal, inspect the transmission filter for wear or damaged, replace it. Check for leaks: After completing the fluid change, check for any leaks around the transmission pan, drain plug, or dipstick tube.
Your Ford Ranger's Transmission: A Long-Term Investment By understanding how to change automatic transmission fluid Ford Ranger, you invest in the longevity and reliable performance of your truck. Regular maintenance, including fluid changes and inspections, helps prevent costly repairs and keeps your Ford Ranger running smoothly for years
to come. What People Want to Know 1. How often should I change my transmission fluid? The recommended interval for changing your Ford Ranger's transmission fluid is every 30,000 miles or as specified in your owner's manual. However, this can vary depending on your driving habits and conditions. 2. What are the signs of a failing transmission?
Signs of a failing transmission include rough shifting, slipping, whining noises, burning smell, and fluid leaks. 3. Can I change my transmission fluid myself? Yes, you can change your transmission fluid myself? Yes, you can change my transmission fluid myself.
process, consult a qualified mechanic. 4. Is it better to flush or drain and refill my transmission fluid? A complete transmission fluid? A complete transmission flush can remove more contaminants and ensure optimal performance. However, some mechanics recommend draining and refilling for older transmissions, as flushing can dislodge debris and cause damage. 5. What happens
if I don't change my transmission fluid? Neglecting transmission fluid changes can lead to premature wear and tear, rough shifting, transmission failure, and costly repairs. Was this page helpful?YesNo Thanks for your feedback! I'm not sure if somebody has done this already, but either way maybe it will help somebody out. I bought my 99 Ranger
about 4 months ago with 132k miles. It seems like it was taken care of fairly well throughout its life but I had a feeling nobody ever messed with the transmission fluid. So, I had a little spare time and a few quarts of fluid and took a few pics along the way. This will show you how to do it without a hand pump. I didn't have one and needed to get this
done. These pictures were taken with my phone, so they aren't the best quality, but I believe they will give you a good idea. Things you need: -3 quarts of Mercon ATF (I used Dex/Merc, some say Mercon V is fine, I believe its all the same as long as its Mercon.) -Phillips head screwdriver -T30 Torx bit -11/16" socket (I used bex/Merc, some say Mercon V is fine, I believe its all the same as long as its Mercon.)
been a metric size) -Adjustable wrench (I hate these but it was all I had where I did it) To start, park your truck on nice level ground. Put it in gear, parking brake on. The last thing you want to do is get hurt doing this simple job. You need to locate the 2 phillips head screws that hold the cup holders / shifter bezel to the floor. They are down inside
those two holes. When you lift it off, you will notice a bunch of little metal clips falling off. These are from the shift boot, they hold it to the plastic. You really don't need them and I'm not sure they could be reused anyway. Once you get that off, you'll see how the shifter is attached. I forgot to take a picture of this, but there is a cam bolt that goes
through the shifter. Using the 11/16" socket (or metric equivalent), remove the nut holding it all together. Now, thread the nut onto the other side of the bolt. You'll see what I mean when you do it. This will extract the bolt from the shifter. You may have to tap it with something to help get it out, but be careful not to damage the threads. Once you get
the shifter off you will have this- Now you need to remove the inner shift boot and plate. There are 4 phillips head screws holding it to the floor. Note that on the front of the plate it says "RANGER FRONT." Keep that in mind for reassembly. Ok, we're almost done with this part. Now, using the T30 Torx bit, remove the 3 bolts holding the actual shift
mechanism that goes down into the transmission. Good we're all done inside the truck for now. Be sure not to drop anything, or get any dirt, etc. down into the hole in the top of the transmission. I covered mine with a rag just in case. Now its time to crawl under the truck and get to the best part. In the following pic you will see the location of the
drain plug on the drivers side of the transmission. Get a bucket or your drain pan ready and remove the drain plug. This is where I carefully used the adjustable wrench, but if you have the proper size it might be better. Now that you've gotten the plug out and the old fluid is draining, take the time to clean the magnet that is part of the drain plug.
Here you can see the crap on mine after 135k miles. After a good cleaning- Here is my old fluid, ugh. - Now that the old fluid is drained, and you've cleaned the magnet, put your drain plug back in. It does not have to be super tight. Just snug it up and maybe give it a half a turn or so. Now remove the fill plug that is above and to the left of the drain
plug. Again I used the adjustable wrench for this. Alright, now find a funnel and insert it into the shifter hole from inside the truck. Remember to do this with the fill plug removed. Pour in the first couple quarts. Now when you are pouring in the 3rd, you can either get somebody to watch, or do it slowly. You want to pour the fluid in until it starts to
run out of the fill plug. When it does, you can put the fill plug back in and tighten it up. Again not super tight. You're done with the messy part. Go wash your hands so you don't get you're interior dirty when you get back in the truck. All you have to do now is put the shifter and "console" back in and you're all set. If you have any questions let me know
I'll do my best to help. My truck shifts better with the new fluid for sure. It was a little hard to get it into 2nd gear sometimes, but its like butter now. Good luck, Joey I just need to chime and say: Chock the wheels with the parking brake on if your going to remove the shifter and leave the truck in neutral. Never remove the shifter with the parking brake on if your going to remove the shifter and leave the truck in neutral.
gear, it can cause heaps of problems if you happen to put it back in without lining it up right. Good point, I forgot to add that. I fail to understand why you remove the shifter assembly? You can fill the transmission from below too, there is a fill hole. That's why it says in bold its the way to do it without a pump to get the fluid up to the fill plug. I didn't
have one when I did mine and since I figured a lot of people don't either I took some pics along the way. Sure it might not be the best way, but it works. It only takes about 5 minutes to take the shifter out anyway. You may want to check your drain and fill plugs again after putting a couple thousand mile on the new fluid. I changed mine before towing
my race car from CA to Wisconsin and back. I crawled under the truck after the trip and noticed both plugs were wet with fluid and had a slight leak. I checked them with a wrench and both were less than snugged up. I know I snugged the plugs pretty well when I changed the fluid. I don't believe in over tightening drain plugs either. This time I
tightened them more than I usually would and I will keep an eye on them. I don't know what would cause them to get loose but I have not found it yet, press 1 for english said: I fail to
understand why you remove the shifter assembly? You can fill the transmission from below too, there is a fill hole. Removing the shifter assembly is the same way I put fluid back in. Its alot easier than crawling around on my back with some useless handpump. Thank you for the great write up! Saved me 1/2 hour of service ($50)! Pretty easy, the only
issue is not being certain that the truck is parked in absolutely flat ground (if not, it would affect the amount of fluid, but probably not enough to make a difference). Amazing amount of fluid, but probably not enough to make a difference assembly is the same
way I put fluid back in. Its alot easier than crawling around on my back with some useless handpump. The reason for not filing the tranny from the shifter plate on. You can try pulling the rubber boot up over the shift lever but it's a major pain.
loosening up the one bolt fill hole and using a simple $10 fluid pump takes all of three minutes and you have to take that bolt out anyway to gauge how much fluid to put back in. you can use a really long hose too, ha ha ha. than stand next to the truck and hold the hose up by the window and pour the fluid into the funnel in the hose and watch for it to
come out of the fill hole. you will have some fluid in the hose when you are good I keep a couple of old gallon ATF jugs with pumps attached to them specifically for this purpose, fill them full of whatever and fill away. Really don't enjoy removing the shifter boot trim. I'll add one thing more. The goo
and am about to go on a 3000 km drive, the truck has 96000 km on her and wondering if getting a fluid changes but i have a feeling that is manufacturer specific thanks yep my haynes manual transmissions do not need fluid changes but i have a feeling that is manufacturer specific thanks yep my haynes manual transmissions do not need fluid changes but i have a feeling that is manufacturer specific thanks yep my haynes manual transmissions do not need fluid changes but i have a feeling that is manufacturer specific thanks yep my haynes manual transmissions do not need fluid changes but i have a feeling that is manufacturer specific thanks yep my haynes manual transmissions do not need fluid changes but i have a feeling that is manufacturer specific thanks yep my haynes manual transmissions do not need fluid changes but i have a feeling that is manufacturer specific thanks yep my haynes manual transmissions do not need fluid changes but i have a feeling that is manufacturer specific thanks yep my haynes manual transmission never needs changing that is manufacturer specific thanks yep my haynes manual transmission never needs changing that is manufacturer specific thanks yep my haynes manual transmission never needs changing that is manufacturer specific thanks yep my haynes manufacturer specific thanks yet in the first thanks yet in
i think its a good idea to do it just once during the life of the vehicle. so if you haven't done it before, do it now and then you'll never have to worry about it again. just like the differential. if you change the fluid just once it will normally last the life of the truck and beyond. Remember, its Dex/Mercon 3 ATF. thats what i put in anyways. Ford actually
says to change it every 60k. And you got the fluid type backwards, it's Dex III/Mercon. I would definitely recommend changing it. Some fresh fluid would only cost you about $10 and 10 minutes of your time. It's cheap insurance. BTW, I would never follow the Hayne's manual on fluid changes. My Hayne's says the auto trans fluid on 2005 and earlier
models needs to be changed every 24k miles. Then they say 2006 and later models never need it change is not recommended by Ford." Umm, that's not what my FORD owner's manual says! Last edited: Apr 11, 2010 It is still a
good idea to check your flud levels regular anyway no seal is made to last forever and just by changing the fluid you can tell the condition of the gearbox by the amount of shavings you see but if your full and it makes no noise and the fluid smells not burnt your probably fine taking the trip without the change. well considering it isn't really under as
 much pressure as an auto tranny, i would put Dex 1,2, or 3 in for all i care. its all ATF. hell if gear oil didn't get so thick i'd be putting that in! like br1 said above me, open the fill hole, if tranny fluid comes out, great. get some on your finger, check it out, look for metal shavings, smell it. if it doesn't smell burnt and looks clean, then put your FILL plug
back in, examine the whole tranny for leaks, and leave it alone. if its burned or theres a bunch of metal shavings, change it. My family has had 5 speed cars since the day i can remember, and we've never changed the fluid in them, and never had a problem. hell. we've never even changed a clutch before in our own cars. but i'm breaking that streak
because my slave cylinder is shot Automatic Transmission Required Fluid Capacity C-3 Dexron II Automatic Transmission Fluid 3.0 Quarts (drain and refill) 6.0 Quarts (with torque convertor drain *) C-5 Type H - Can be replaced with Mercon or Mercon V 3.0 Quarts (drain and refill) 6.0 Quarts (with torque convertor drain *) A4LD Dexron II
Automatic Transmission Fluid 3.0 Quarts (drain and refill) 6.0 Quarts (with torque convertor drain *) 1991-1996 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (drain and refill) 6.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (drain and refill) 6.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (drain and refill) 6.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (drain and refill) 6.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2011 Ford Ranger Mercon Automatic Transmission Fluid 3.0 Quarts (with torque convertor drain *) 1997-2
convertor drain *) * Add more fluid as needed, 1/2 pint at a time. Chilton's list the pre-1991 automatic transmission with 8.0 quarts total (7.5 in C-5) and 10.0 quarts starting in 1991. The system consists of the transmission, torque convertor, cooler, and lines. Therefore, the amount of fluid required will depending on how much has drained from
the system. *Although not a required service, transmission fluid changing can help assure a trouble-free transmission fluid should be changed if you have been fourwheeling in water deep enough to submerge the transmission or anytime you think you could
have gotten water in to it. Changing The Fluid: 1. Raise the car and support it securely on jackstands. *The torque converters on some transmissions are equipped with drain plugs. Because it may take some time to drain the fluid from the converters, you may wish to start draining at this time, then proceed with the pan and filter removal. To do this,
remove the converter cover and slowly turn the converter by hand until you can access the plug. 2. Place a large drain pan under the transmission. 3. Loosen all of the pan attaching bolts to within a few turns of complete removal, then carefully break the gasket seal allowing most of the fluid to drain over the edge of the pan. CAUTION: DO NOT force
the pan while breaking the gasket seal. DO NOT allow the pan flange, remove the pan flange to become bent or otherwise damaged. 4. When fluid into the fluid into the fluid into the fluid into the pan flange, remove the pan flange, remove the pan flange, remove the pan flange, remove the pan flange to become bent or otherwise damaged. 4. When fluid into the fluid into t
allow it to air dry. DO NOT use a cloth to dry the pan which might leave behind bits of lint. Discard the old pan gasket. 6. If necessary, remove the Automatic Transmission Fluid (ATF) filter mounting bolts, then remove the filter by pulling it down and off of the valve body. Make sure any gaskets or seals are removed with the old filter. The
transmission usually has one round seal and a rectangular gasket. 7. Install the new oil filter screen making sure all gaskets or seals are in place, then install the pan to the transmission. Tighten the attaching bolts to 71-119 inch lbs. 9. Add 3-quarts (5-6)
quarts if the torque convener was drained) of fluid to the transmission through the filler tube. 10. Remove the jackstands and carefully lower the vehicle. 11. Start the engine and move the gear selector through all gears in the shift pattern. Allow the engine to reach normal operating temperature. 12. Check the transmission fluid level. Add fluid, as
necessary, to obtain the correct level. If you drained the converter you will likely have to repeat steps 11 and 12 a few times. Only add a 1/2 pint at a time to bring it up to the correct level on the dipstick. Thread Starter | Posting Guru Joined: Sep 2003 Posts: 1,824 Likes: 1 From: Dixie - Tennessee Changing Fluid In M5OD 5 Speed Manual
Transmission I'm typing this up to let you guys know what and what not to do when changing the fluid in your M5OD transmission. I just changed mine this afternoon and replaced it with Mercon V ATF. It shifts smoother than ever. So, I'm going to give you some tips on the easy way of doing things. Of course, the fill and drain taps on the transmission.
are on the driver's side. So, get on your creeper and crawl under. First of all, you'll need the following to do this the easy way: 1) Ratchet fitted with a 15/16" socket. 2) Drain Pan 3) 5 quarts of ATF that you choose. (Personally, I would get the Mercon V, but that' up to you). 4) Creeper 5) Kerosene Hand Pump Now that you're under the truck, slide your oil
drain pan under with you, placing it under the drain tap. Now, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second, take your ratchet and loosen the fill plug. If it's adequately filled, fluid should run out of that hole once the plug is removed. Second run out of the filled, fluid should run out of the filled, fluid shou
probably be a few metal shavings on it, along with some 'sludge', so just clean it off and set it aside. Now, when the drain stops dripping, reinstall the drain plug, tightening only a little over hand tight. Just enough to make sure that it doesn't leak. Now.. From here on, you're going to want your fill plug close at hand. Now, take your first quart of ATF and
take the cap off. The Kerosene Pump that I mentioned is available at Wal-Mart in the heater section. If you can't find it, a WM employee will be glad to assist you . It's basically a rigid plastic tube on one end with a hand pump at the top. Then, there's a flexible plastic hose coming from the pump. This is how you're going to get your fluid from the bottle to
the transmission without spilling a drop...Hopefully.Insert the flexible hose into the fill tap of the transmission and the rigid end into the bottle to the transmission with no problems. I believe that my M5OD held around 3 quarts.But,I would at least get 4 when I went to the parts
store, just in case. If I were you, I would get 5 just to be safe, especially if this is your only vehicle. When the transmission is considered 'full', fluid will be running out of the fill tap. At that instant, remove the hose and screw in the plug. Tighten it the same as you did the drain plug. Then, recheck both plugs. CONGRATULATIONS!! You've just changed your
M5OD Transmission Fluid!! I hope this helps. Sorry this is so long, but I wanted to help as much as possible. Good Luck!! Nightrain; Mar 29, 2004 at 07:58 PM. Cargo Master Joined: Aug 2003 Posts: 3,237 Likes: 2 From: Belleville, Ontario Your post should qualify for "Sticky" status! Thread Starter | Posting Guru Joined: Sep
2003 Posts: 1,824 Likes: 1 From: Dixie - Tennessee Thanks Dealford. Just trying to give back to the people that have helped me so much. Nightrain, great post, I'll add it to the sticky tonight. Fleet Mechanic Joined: Dec 2003 Posts: 1,412 Likes: 112 From: Virginia If I am
putting a rebuilt trans in my truck, instead of trying to pump fluid into the fill hole, can't I just pour it down the hole where the shifter goes in? Less mess? And would that hurt anything? Thanks guys. Joined: Mar 2004 Posts: 26 Likes: 0
In relation to changing the manual tranny fluid, first of all, i am assuming i have that tranny (1997 2.3L 5spd) adn second i was wondering if there are other iol types i should use that could be bewtter or to just stay with the atf mercon.. Joined: Feb 2003 Posts: 6,940 Likes: 2 From: Eastern WA I just changed tranny fluid last week (M50D) and I'm
running Redline. The jury is still out, but so far it seems to have improved shifting performance. Joined: Oct 2003 Posts: 180 Likes: 0 From: Madisonville Ky. Quote: Originally Posted by Diabolic What's M5OD? Manual-5spd-OverDrive. Joined: Sep 2003 Posts: 104 Likes: 0 Good post, Nighttrain
Bunting1, as far as what mileage to change tranny fluid at: I believe the owners' manual recommends every 60,000. I would recommend more frequently than that. It's easy, it's inexpensive, and the benefits are instantly obvious. You will be able to feel the difference in the way your transmission shifts, etc. And the peace of mind of knowing you
drained all the "crud" out and now have nice clean fluid is great. Maybe try every 15-30,000 miles? Like engine oil changes, opinions will vary. Couple suggestions: Remove fill plug FIRST as instructed by Nighttrain. Two benefits; allows air in as fluid drains, allowing for quicker drain. Also, draining fluid and then finding out that you can't get the fill
plug out would be plumb embarassing! Position drain pan correctly in anticipation of the draining fluid "shooting" out at an angle rather than just draining straight down. Saves making a mess. Rather than just draining straight down. Saves making a mess. Rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle rather than an angle rather than just draining fluid "shooting" out at an angle rather than just draining fluid "shooting" out at an angle 
Body of suction gun resembles that of a grease gun, but with a flexible tube coming out the top. You drop the tube into fill hole in tranny. Push in on plunger (ala syringe) to pump fluid into tranny. Repeat as needed. You will find
this suction gun handy to have around for other applications. - Just a thought... Make certain your new fluid is certified as meeting "Mercon" requirements. 3 Quarts filled my tranny. If you have a 4-wheel drive, pick up 2 extra quarts and change the transfer case fluid at the same time. Use same techniques. FWIW Thumper47 Last edited by
Thumper47; Apr 5, 2004 at 12:48 PM. Joined: Nov 2003 Posts: 27 Likes: 0 Another way of getting fluid into the trans by using a small pump designed for filling the lower leg of outboard motors I got mine at wally world for 15$ and all you do is simply slip it into the bottle of fluid and stick the hose into the fill plug. I have had lots of luck using this and
I manage to make less of a mess. Joined: Mar 2004 Posts: 28 Likes: 0 Whats the best fluid to use?really dont care about price, thanks Joined: Nov 2003 Posts: 1,387 Likes: 0 Mobil 1 ATF formulated for Mercon/Dexron III is good Page 2 wanted to post i just changed the fluid in mine just now, used full synthetic v, was blown away on how bad the fluid
was that came out, 58,000 miles,, used right under 3 quarts, drove around awhile, pulled the plug and flushed it out, refilled, shifts much better, as a matter a fact it was better when i first put it in gear, i do think im going to change it
every third oil change just for the heck of it, took longer to pick which fliud then to change it, also i pulled the top plug first because i was wondering if it was low, a descent amount of fluid came out, you may want to pump a few secounds longer once its full just to make sure, our discount auto had the pump, it was 2.50, worked well and also had a
catch that held the hose in, thanks for the info! Page 3 Joined: Nov 2007 Posts: 4 Likes: 0 Its a manual trans. Sometimes its hard to shift into 1st and reverse. They guy at AutoZone told me I needed gear oil, short for [Regular] Mercon (thats what the dealership told me I needed for my truck). The guy at AutoZone told me what to look for under the
truck, and how to do it. (he also said I could just remove the shifter and the boot, and there would be a whole to pour in and that could hurt the trans). I was also told at AutoZone that I cannot use ATF, that would also hurt my tranny. Somebody said something
at 08:49 AM. Joined: Jul 2007 Posts: 66 Likes: 0 I wasn't implying you were dumb or anything, it's just that I thought I could use normal gear oil at first as well, but it surprised me when I read my Haynes manual that my transmission used AT fluid. What year, driveline, etc. do you have? If it has the M5OD transmission, then it uses AT fluid. Like I said
the Dexron/Mercron formulation from CarQuest or some such is acceptable. Joined: May 2009 Posts: 1 Likes: 0 What transmission oil to use in a Ford 5speed manual CD Quote: Originally Posted by mazdaford5spd1997i4 In relation to changing the manual tranny fluid, first of all, i am assuming i have that tranny (1997 2.3L 5spd) adn second i was
wondering if there are other iol types i should use that could be bewtter or to just stay with the atf mercon.. I have a 99 F-150. I am getting ready to change my transmission fluid this weekend. I checked my Chilton repair manual awhile back and read that Ford recommends Mercon V automatic transmission fluid for the 5 speed over drive manual
gearbox. I was thinking 80/90W like my other car so when I saw Mercon ATF I called a Ford dealer and spoke to a mechanic who said yes use Mercon V ATF in that transmission. As for assuming what trans you have. You need to identify it for certain and then contact someone who works on them all the time. Never assume anything when working on
a vehical. A previous owner could have made changes and you could wind up destroying your transmission if you use the wrong lube. Call a Ford mechanic, tell them what trans you have and they will let you know what to use. Have a good weekend and hello to all Ford owners out there. My 1999 F-150 is my first Ford and I really like it. It rides super
smooth and is rugged as hell. RM Joined: Nov 2007 Posts: 352 Likes: 0 I just bought some royle purple synthetic and nice smooth shifting now and also quiet. Joined: Dec 2006 Posts: 1,338 Likes: 6 From: UPSTATE NY another method you can use for getting the fluid into the trans without a pump is by getting a bottle of gear oil that has the nipple on
the lid. take this lid and screw it onto the atf fluid bottle. voila. its cheap! and then you can use the gear oil for the plugs just a little more than hand tight, Is there a specified torque for the plugs? Joined: Jul 2006 Posts: 514
Likes: 0 From: Ohio The torque spec for the M5OD on my Ford CD is 30-43 Ft/Lb. Joined: Jan 2005 Posts: 1,344 Likes: 1 Quote: Originally Posted by customstringer The torque spec for the M5OD on my Ford CD is 30-43 Ft/Lb. Thanks, I'm going to save this thread so I can do mine Joined: Feb 2009 Posts: 5 Likes: 0 Informative thread! Got a coupla'
questions... I just got a 2000 B2500, but don't have a manual for it. Is this the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I have, or was the recently a different 5 speed offered? The clutch was repalced fairly recently.
2003 Posts: 1,974 Likes: 1 From: central ohio Quote: Originally Posted by swamp man Informative thread! Got a coupla' questions... I just got a 2000 B2500, but don't have a manual for it. Is this the tranny I have, or was there a different 5 speed offered? The clutch was repalced fairly recently. Is it necessary to drain the tranny I luid for a clutch swap
or might it be way overdue....the only clutch replacements I've done have been in old air-cooled VW's. TKS yes, you also have a M50D witch takes a.t.f. as the recomended fluid is never a bad idea. Joined: Jul 2006 Posts: 514
Likes: 0 From: Ohio Quote: Originally Posted by swamp man Informative thread! Got a coupla' questions... I just got a 2000 B2500, but don't have a manual for it. Is this the tranny fluid for a clutch swap, or might it be way
overdue....the only clutch replacements I've done have been in old air-cooled VW's. TKS If you had your clutch done at a decent tech, I'd be real surprised if you didn't get new fluid as part of it. Unlike the old cable operated jobs in VW bugs, the M5OD has a hydraulic clutch and there is a slave cylinder in there that should be
replaced while the transmission is down. Doing that is part of why I'd expect a fluid change. Whoever did your clutch would have done you no favors by leaving the old slave in there, so I'd check with them on that and the fluid swap. Joined: Sep 2003 Posts: 1,974 Likes: 1 From: central ohio i actully like a product called syncromesh fluid from pennzoil
its not a synthetic, but is ment for manual transmissions/transaxles. royal purple has a simalr product called syncromax which is a synthetic, but is ment for manual transmissions/transaxles. royal purple has a simalr product called syncromax which is a synthetic, but is ment for manual transmissions/transaxles. royal purple has a simalr product called syncromax which is a synthetic. the pennzoil fluid is available at autozone for about $7 a qt. ive ran it for 2 years now. ive also heard of some using 5w30 motor oil before. just dont use 80-90 gear oil. ive tried various types of a.t.f.'s and not
noticed any difference between types. mine is a rebuild trans, got about 4 years on it now since put in. it actually had a tag on it when i got it that saud "use 5w30 mobil1 engine oil" i did use that for the first 6 months. seemed to work fine. the only thing i dont like about the pennzoil is the 1-2 shift is kinda stiff when its really cold (below 20) but i
spose its going to be a little stiff at that temp no matter whats in the case until its warmed up some, once its been driven a few miles, its as good as new, link-> Joined: Dec 2006 Posts: 1,338 Likes: 6 From: UPSTATE NY so you have a business like an owner operator does with a big rig but do it on a much smaller scale? thats way rad! Joined: Jul 2006
Posts: 514 Likes: 0 From: Ohio As far as fluid to use, some with more expertise than me might try other things but for tranny fluid I stick straight to what Ford recommends and it varies depending on what version of the M5OD you have. There are other things but for tranny fluid I stick straight to what Ford recommends and it varies depending on what version of the M5OD you have. That abbreviation simply stands for manual five speed overdrive, not manufacturer or year. There are other things but for tranny fluid I stick straight to what Ford recommends and it varies depending on what version of the M5OD you have.
where I'm more confident trying aftermarket or non-specified but I'm straight on the spec for the tranny fluid on my truck today and added some. There have been some posts indicating the fill and drain plugs are 15/16. That may
be true for some versions, I don't know. However for the Mazda M5OD, no surprise since it is Japanese, the correct socket size is 24 mm. Joined: Oct 2005 Posts: 2,084 Likes: 92 From: Stanton, Michigan, USA Fellas, Back on post #20, Thumper47 referred to another Tech Tip regarding the repair of the "three little shift-rail holes in the top of the
tranny have rubber or synthetic push-plugs in them which get old & brittle and tend to leak." However, the Tech Tip link [] seems to be GONE now. Does anyone know of another link location for some guidance on the repair of these leaking plugs? Thanks in Advance, Guys! BarnieTrk Joined: Jul 2006 Posts: 514 Likes: 0 From: Ohio Not sure what
happened to the link but if you have the tranny down to do the clutch they are sitting right on top and just pull out. Most seem to replace them with matched sized metal engine frieze/expansion plugs. That's what I had done when my clutch was replaced. If you are trying to do it with the tranny up they are a bear to get to, small hands and long needle
nose pliers help. This link may help: Ford Ranger Shift Rail Plug Maintenance Joined: Oct 2005 Posts: 2,084 Likes: 92 From: Stanton, Michigan, USA Yep, that link helped me visualize the plugs without a doubt - Thanks a bunch, CustomStringer! BarnieTrk Joined: Jun 2009 Posts: 4 Likes: 9 Socket size? Hi everyone, I have tried changing my manual
trans fluid 3 times in the past 6 months. I have a 2000 F-150 5 speed 2wd. I have no idea what the model of the tranny is. Anyway, I got about 120k miles on it now, and I know the fluid has been changed at least once (I'm the second owner, I had it done at jiffy lube or somewhere at about 70K) So every time I get under there, I cannot for the life of
me, get that drain plug off. Not even if someone had a gun to my head. The fill plug is on super tight as well. Like frozen on there. However, I've only tried changing the fluid on a cold motor/trans. Would it help if I drove it around and warmed it up a while? I had the clutch replaced about a year ago, but I really doubt they touched or changed the
fluid, it wasn't the best repair facility to say the least. Another issue. I have not been able to find the right size socket for the drain. I've tried about 5 of them, even buying a couple over at Kragen (they have no idea by the way). I don't know if it is some weird size or I'm just really missing the mark here. I tried to get it loose with a cresent wrench as
last resort, but it started to strip the plug, so I threw the brakes on that one. Any help would be appreciated. I'm pretty good with maintenance and I have one more payment before the truck is paid off, so I'm gonna try to make this beast run as long as possible Joined: Jun 2009 Posts: 4 Likes: 0 Sorry guys I just realized I posted this in a Ranger & B
Series forum Joined: Oct 2008 Posts: 6,154 Likes: 0 From: lost in WI Hey guys im buying a 91ranger exstended cab 4x4 with a 4.0L and a 5 speed tranny the probem is that when you shift it it squrts tranny fluid out the top buy the shifter Joined: Oct 2005 Posts: 2,084 Likes: 92 From: Stanton, Michigan, USA Quote: Originally Posted by rockin300 Hey
guys im buying a 91 ranger exstended cab 4x4 with a 4.0L and a 5 speed tranny the probem is that when you shift it squrts tranny fluid out the fix: Ford Ranger Shift Rail Plug Maintenance BarnieTrk Joined: Oct 2008 Posts: 6,154 Likes: 0
 From: lost in WI Thanks cant wait to join you guy Joined: Oct 2008 Posts: 6,154 Likes: 0 From: lost in WI Thanks cant wait to join you guys Joined: Dec 2006 Posts: 1,338 Likes: 6 From: UPSTATE NY Quote: Originally Posted by clof2001 I had it done at jiffy lube or somewhere at about 70K) yeah they probly buzzed it back on there with an impact gun
that produces hundreds of ft lbs of torque, and they say, eh it wont hurt it if i just zap it real quck. the same method boneheads at tire shops do with lugnuts instead of torquing anything properly like they are supposed to. So every time I get under there, I cannot for the life of me, get that drain plug off. The fill plug is on super tight as well. Like
frozen on there. However, I've only tried changing the fluid on a cold motor/trans. Would it help if I drove it around and warmed it up a while? no it wouldnt. it wont get hot enough. a propane torch will though but beware of how heat can tranfer and possibly harm something else in the process. take a long box end wrench and hit it in the proper
direction with a hammer, it'll go. I had the clutch replaced about a year ago, but I really doubt they touched or changed the fluid, it wasn't the best repair facility to say them and tell them to, or if its because they want to suck your
wallet dry and they did it without your permission and state that its "normal procedure" if neither one of these things happened, your fluid is probly pitch black ......... Joined: Jan 2005 Posts: 1,344 Likes: 1 Quote: Originally Posted by clof2001 Hi everyone, I have tried changing my manual trans fluid 3 times in the past 6 months. I have a 2000 F-150 5
speed 2wd. I have no idea what the model of the tranny is. Anyway, I got about 120k miles on it now, and I know the fluid has been changed at least once (I'm the second owner, I had it done at jiffy lube or somewhere at about 70K) So every time I get under there, I cannot for the life of me, get that drain plug off. Not even if someone had a gun to my
head. The fill plug is on super tight as well. Like frozen on there. However, I've only tried changing the fluid on a cold motor/trans. Would it help if I drove it around and warmed it up a while? I had the clutch replaced about a year ago, but I really doubt they touched or changed the fluid, it wasn't the best repair facility to say the least. Another issue.
have not been able to find the right size socket for the drain. I've tried about 5 of them, even buying a couple over at Kragen (they have no idea by the way). I don't know if it is some weird size or I'm just really missing the mark here. I tried to get it loose with a cresent wrench as a last resort, but it started to strip the plug, so I threw the brakes on
that one. Any help would be appreciated. I'm pretty good with maintenance and I have one more payment before the truck is paid off, so I'm gonna try to make this beast run as long as possible Try soaking the plug with some Liquid wrench, then take the long box wrench and hit with the hammer like Danger Dave mentioned. Joined: Dec 2009 Posts:
49 Likes: 0 From: Casa Grande, Az What about the rear end..do you have to take the cover off and if you do, is the gasket reuseable? At what mileage is recomended? Joined: Dec 2006 Posts: 1,338 Likes: 6 From: UPSTATE NY do you see a drain plug. there is no drain plug. therefore yes you must remove the cover. no the gasket is not reusable, you
 will most likely destroy it while removing the cover. and if you dont, when you put the cover back on it will leak. and rtv wont either, just spend the 5 bucks for a new gasket. and torque the bolts! when you have it apart, this is a good time to install a drain plug. Joined: Dec 2009 Posts: 49 Likes: 0 From: Casa Grande, Az No drain plug. torque at 30
ft/lbs? Page 5 Joined: Jun 2009 Posts: 4 Likes: 0 Quote: Originally Posted by MikeB 88 Try soaking the plug with some Liquid wrench, then take the long box wrench and hit with the hammer like Danger Dave mentioned. So I finally got it off and put some fresh mobil 1 synthetic atf in there. Used a 24 mm socket and a breaker bar and it came undone
helps a lot when you have the right tools! Didn't look too dirty, it was a dark purple color, and I immediately thought "royal purple" when it came out, although I don't know if that is what the fluid looks like when it's dirty. It appears it may have been changed after all when they did the clutch. There were some metal shavings
on the drain plug, not much, maybe about enough to cover a dime or a nickel. I'm guessing this is normal though, I don't drive it hard or grind it all all, and with almost 120k its probably just wear and tear. Shifts great now and it's especially easier to get it into first for some reason. Thanks for the help!! Joined: Jan 2005 Posts: 1,344 Likes: 1 Yep, I'm
bring up this old thread instead of starting a new one. Guess it's finally my turn to change my oil. Is it better to do it when it's cold, or warm like changing engine oil? Joined: Oct 2005 Posts: 2,084 Likes: 92 From: Stanton, Michigan, USA Quote: Originally Posted by MikeB 88 Yep, I'm bring up this old thread instead of starting a new one. Guess it's
finally my turn to change my oil. Is it better to do it when it's cold, or warm like changing engine oil? MikeB, My opinion is that it doesn't matter if it's warm or cold. The main thing is that you DO CHANGE IT at the prescribed intervals,
about every 30K miles. If you notice any transmission seal drips/leaks, then I'd also suggest you check and top off the fluid level every time you change your motor oil. The same goes for your differential lube too. BarnieTrk Joined: Jan 2005 Posts: 1,344 Likes: 1 Thanks, It's supposed to be another rainy day Friday so I know what I'll be doing. Joined:
Jul 2006 Posts: 514 Likes: 0 From: Ohio I don't know if the fluid being warm makes it drain quicker. However what I do know is if you don't have a lift adding the fluid using a hand pump can be a messy job. You basically are filling it until it overflows so you want to have something underneath in case you get an overflow. The fluid is cheap but the
mess is a pain in the you know where. Joined: Jan 2005 Posts: 1,344 Likes: 1 I have a small squirt bottle that I plan on using to refill the trans. It will take a bit to keep refilling the bottle, but it's all I have. Joined: Sep 2003 Posts: 1,974 Likes: 1 From: central ohio yes, by all means have the fluid warm when you change it. there is no filter but any thing
that may settle to the bottom of the case will be in suspention (mixed with the oil) and will drain out, other wise you could still have crud/debris on the bottom of the inside of the transmission that may not drain out. Joined: Sep 2010 Posts: 721 Likes: 1 From: Monmouth County, NJ I have used the squirt top of an empty gear oil bottle to do this it
screws right on to NAPA's ATF bottles. A little messy but cheap and quick. In my opinion the best thing to use for this is a primer bulb from an outboard boat engine, and 2 short pieces of vinyl tube (so you can see the fluid in it). It's $10 max and indispensable for a variety of fluid-related tasks. You can even slide 2 sizes of tube over each other to
make an adapter for bleeding and filling various systems with pressure. Cargo Master Joined: May 2004 Posts: 3,007 Likes: 4 Bumping this thread, if you have a manual 5 speed overdrive in a Light Truck, the schedule that I have calls for 60,000 miles with normal service. Then again at 120,000 miles. Down at the end under Special Conditions it
indicates that if towing or using a camper "As Required" Maintain to keep from breaking. Fix what breaks when it breaks. Don't fix what's not broken. Joined: Feb 2007 Posts: 1,716 Likes: 0 From: Boston, MA Quote: Originally Posted by MikeB 88 Yep, I'm bring up this old thread instead of starting a new one. Guess it's finally my turn to change my
oil. Is it better to do it when it's cold, or warm like changing engine oil? techinically iy is not oil . it is Mercon ATF. I have what I believe is the best method for a DIY. get yourself about 3 feet of clear tubing engine oil? techinically iy is not oil . it is Mercon ATF. I have what I believe is the best method for a DIY. get yourself about 3 feet of clear tubing engine oil? techinically iy is not oil . it is Mercon ATF. I have what I believe is the best method for a DIY. get yourself about 3 feet of clear tubing engine oil? techinically iy is not oil . it is Mercon ATF. I have what I believe is the best method for a DIY. get yourself about 3 feet of clear tubing engine oil? techinically iy is not oil . it is Mercon ATF. I have what I believe is the best method for a DIY. get yourself about 3 feet of clear tubing engine oil? the clear tubing engine oil? the clear tubing engine oil a feet of clear tubing en
and I screw an old bottle onto it and cut the bottom out.....before you start, feed the tube into the engine bay on the drivers side down toward the tranny. then crawl under the truck remove the fill plug first and then the drain plug. let it drain out. put the plug back in and put the tube into the fill plug. if you have help someone can start filling the
tranny from above it takes about 3.2 quarts. Cargo Master Joined: May 2004 Posts: 3,007 Likes: 4 What size diameter clear tubing? I forget the exact size I think 3/8 th" I just took my spout to true value and what ever hose fit.
cut a hole in the bottom of the jug. you can use a quart bottle also...... Sometimes get a wire and hang the bottle......POC IMG00208.jpg?t=1293121898 Cargo Master Joined: May 2004 Posts: 3,007 Likes: 4 Ok, good I've gotta do this today. So I'm off to the hardware store. Cargo Master Joined: May 2004 Posts: 3,007 Likes: 4 The oil I took out today.
did not look good, 85,000 miles and it was black and burnt smelling, so I delayed this maintenance too long. Now the question is; do I drain and refill to wash the remaining burnt oil out? If so how many miles should I put on the trans before draining? I'm replacing with Mercon V. Owner's manual suggests 2.8 quarts. The three rubber plugs are still in
place. Joined: Oct 2005 Posts: 2,084 Likes: 92 From: Stanton, Michigan, USA g k50, If your plugs are NOT leaking, that's a good thing. After you drive it (more than just to the end of the driveway), park on a level spot, let it cool down then recheck the fluid level, and top off or add as needed to bring it to the bottom of the fill hole. Regarding changing
it again soon --- Bottomline is: you finally changed it - that's good. Yep, you waited too long to change it - that's not good, but it is what it is. Whatever change interval makes you feel good...like your manual said, "As Required" is what you should do from here on out. Frankly, now that you've got fresh ATF fluid in there, I won't worry about the few
spoonfuls of old, stale fluid that didn't drain out. I do make my Ranger earn it's keep, so I don't wait 60K miles. I'd suggest you shorten your ATF change intervals, that can't be bad...... HAVE A
GREAT NEW YEAR! BarnieTrk Page 6 Joined: Feb 2007 Posts: 1,716 Likes: 0 From: Boston, MA Quote: Originally Posted by g k50 The oil I took out today did not look good, 85,000 miles and it was black and burnt smelling, so I delayed this maintenance too long. Now the question is; do I drain and refill to wash the remaining burnt oil out? If so how
many miles should I put on the trans before draining? I'm replacing with Mercon V. Owner's manual suggests 2.8 quarts. The three rubber plugs are still in place. i pulled the 3.2 from memory I think the 2.8 is correct. I just fill it till it comes out the hole.......I have had mercon/dextron atf. I think the atf might work better. I read
somewhere that up until 2001 the tranny had brass sycnros and the atf works better with the brass......but I am not positive about that.......I have some cheap "pepboys" atf in there now since I changed the clutch a month ago...it is working fine.....I would change the fluid again when you feel like it......now or a few months. check/change your transfer
case if applicable and differential fluid also. you should create a vehicle profile so we know what you have. Joined: Apr 2011 Posts: 1 Likes: 0 Well i did it got same results one thing tho, When draining the fluid remember its not gear oil so it comes out fast and not straigt down so have fun great info thanx Joined: Apr 2011 Posts: 3 Likes: 0 Help with
M5OD fluid change I just bought a used 1995 Ranger, and decided to do alot of normal maintenance (oil / filter / plugs / etc) before using it as a daily driver. Everything went really well except for the manual trans fluid change. I am not a mechanic, so I actually read this thread before I did the change. Just joined the forum to see if anyone can help
with my problem (local Ford dealer told me I had to "bring it in" without offering any suggestions). After removing the drain plug to drain the trans, the fill plug would not come out, so I decided to remove the shift lever and pour from the top as noted in this thread. After doing this however and replacing the shifter, it seems to be stuck in first where
it was while I did the refill. I pulled the shifter back off to make sure I didn't have it on backwards (don't think you can do this really) or had jammed something that I could see. As far as I know, nothing fell in when I poured the fluid in. I have not tried really hard to force anything before trying to get some advice. Any help would be greatly
appreciated. Thanks, Scott Joined: Sep 2003 Posts: 1,974 Likes: 1 From: central ohio look down through the top of the trans with the shifter out, the far right (passenger side) rail should be pushed rearward for 1st gear, take a stout screwdriver and move it to center to achieve netrual, then you should be able to set the shifter stub back in place. (if
you havent, i would suggest removing the shift lever from the stub/seal/retainer to make it easier, remove the nut from the one side of the pinch bolt, thread it onto the other side and just drop in without any force, there some pictures on this page that might be helpful,
doesn't show the gates but once you look down in where the shifter stub goes, it should be easy to see what i mean. link-> Joined: Apr 2011 Posts: 3 Likes: 0 Thanks racsan. I was finally able to talk to a mechanic friend of mine this morning. He basically told me the same thing - get back into neutral by using a screwdriver or small chisel, then the
shifter should function again. I hope to give this a try tonight or tomorrow - will let you know how it works for me. Thanks again! Scott Joined: Feb 2007 Posts: 1,716 Likes: 0 From: Boston, MA Do exactly what racsan said. When you remove the shift stub the truck should be in neutral. Next time you do something post it first because we would have
told you to remove the fill plug first etc Joined: Apr 2011 Posts: 3 Likes: 0 I knew I came to the right place! I did TRY to follow the thread, just never saw the part about being in neutral... Anyway, the next time... I'll ask plenty of questions first! Thanks again, Scott Joined: Nov 2011 Posts: 6 Likes: 0 Quote: Originally Posted by Danger Dave do you see
a drain plug? there is no drain plug. there is no drain plug there is no drain plug there is no treusable, you must remove the cover back on it will leak. and try wont either just spend the 5 bucks for a new gasket. and torque the bolts! when you have it apart, this is a good time
to install a drain plug. Hi all, in my usual scatter brained thinking early in the AM I ran across this forum looking for, well actually, something else but... In the quote up there I see mention of adding a drain plug. Same with AT pans. Is this what you do or is there
another method I'm missing? Interesting reading here. Joined: Jul 2006 Posts: 514 Likes: 0 From: Ohio Welcome to the forum. However, if you are talking the M5OD manual transmission it has a drain plug on the left side and just above it is the fill plug. Both are the same size and clearly marked [at least on my truck]. Joined: Sep 2003 Posts: 1,974
Likes: 1 From: central ohio Quote: Originally Posted by cowseatmaize Hi all, in my usual scatter brained thinking early in the AM I ran across this forum looking for, well actually, something else but... In the quote up there I see mention of adding a drain plug.
Same with AT pans. Is this what you do or is there another method I'm missing? Interesting reading here, i believe that is for the older toyo-cogo or mitsu manual transmissions, they had a steel pan on the bottom of the trans alloy casting. (very similar to what you do or is there another method I'm missing? Interesting reading here, i believe that is for the older toyo-cogo or mitsu manual transmissions, they had the shorter gearshift lever and were used mostly in
the gen1-2 rangers. i dont think they were made after '93 (when gen 3 started) Joined: Jul 2006 Posts: 514 Likes: 0 From: Ohio Could be. Glad I have an M50D then, except for the minor issue of the shift rail plugs. I think it is a well built tranny for this use. Joined: Nov 2011 Posts: 6 Likes: 0 Not really it just came up on page 4. About the rear end that
is. I do have a 5 speed manual I need to attend to. It has something in it for fluid, I'm just not sure what. It isn't ATF for sure. It shifts ok, a little hard but wasn't bad last winter. It could be gear oil or maybe a synthetic syncromesh fluid. I have no idea but it will probably stay in it until spring now. I thought about flushing it a few weeks ago but got too
busy. By flush I mean drain, refill with merc, drive a little and do a second drain and fill. I'm not sure how much residual is at the contamination level. I've never owned in the past. The last truck I had for 8 years but
was getting sick of duct tape and tin cans holding it together. It only had 187K. Mass uses way to much salt. Joined: Jan 2000 Posts: 5,860 Likes: 3 From: Metro Detroit (Redford) I would not run ATF in my M5ODs. My F150 ('95) never shifted better than when I put Redline MTL in it (thicker than ATF) and that with 193,000 miles. I just had Redline
MTL put into my Ranger's M5OD. As for the pump, on my F150, I could run a clear plastic tube down that I wedged into the fill hole, then pour the fluid from under the hood. Joined: Sep 2010 Posts: 721 Likes: 1 From:
Monmouth County, NJ Paul, not familiar with the acronym- does that stand for Manual Trans Lube? My M5od (3rd one in the truck will have a trans with a nameplate that says "Zahnradfabrik Friedrichschafen- Made In Deutschland" Page 7 Joined: Feb 2012 Posts: 3 Likes: 0
Would anyone recommend Valvoline MaxLife DEXRON III/Mercon automatic transmission fluid? Joined: Feb 2007 Posts: 1,716 Likes: 0 From: Boston, MA Quote: Originally Posted by ZaneYukibara Would anyone recommend Valvoline MaxLife DEXRON III/Mercon automatic transmission fluid? In the contraption and fill it
though the engine bay I cut out the bottom of the 5 gal jug ...it works great or else you will need a pump.... Joined: Feb 2012 Posts: 3 Likes: 0 From: Ohio Last time I did the M5OD tranny fluid swap Harbor Freight had this gadget which fit the fluid jug and had a clasp to keep the tube in the fill
hole: Sta-Lube Gear Fluid Oil Pump. If you get a Sunday paper about every week they have an ad with a 20% off coupon. Joined: How changed my oil to Royal Purple Synchromax. It took only a little over two guarts - not five. Joined: Feb 2007 Posts: 1,716 Likes: 0 From: Boston,
MA Quote: Originally Posted by Houckster I have changed my oil to Royal Purple Synchromax. It took only a little over two quarts - not five. the M5OD takes 2.8 quarts Joined: Dec 2007 Posts: 8,521 Likes: 15 From: Lost Quote: Originally Posted by customstringer Last time I did the M5OD tranny fluid swap Harbor Freight had this gadget which fit the
fluid jug and had a clasp to keep the tube in the fill hole: Sta-Lube Gear Fluid Oil Pump. If you get a Sunday paper about every week they have an ad with a 20% off coupon. I bought the same pump at a local advance auto parts, was about the same price. Totally worth it too. Quote: Originally Posted by powersmoked the M5OD takes 2.8 quarts I
purchased a gallon jug (with the pump shown above), and had just over 1 Qt left, so that sounds about right. I cannot describe how much easier this task is, using the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job, not counting the pump and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took me under .5 hr to complete the job and a gallon jug of ATF. It took m
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From: Boston, MA here is what i use. I hang it from the hood and run in down the engine bay to the tranny Joined: Feb 2007 Posts: 1,716 Likes: 0 I have a 1991 F-150 M5od, owners manual says 3.8 quarts. and Mercon ATF. I was given 80-90W at store and had to redo it with Vavoline Mercon as I couldn't downshift. I took the stick shift off and poured it down there. Used a screw driver to get shifter unstuck from reverse. Joined: Oct 2005 Posts: 2,084 Likes: 92 From: Stanton, Michigan, USA Quote: Originally Posted by SeaF150 I have a 1991 F-150 M5od,

owners manual says 3.8 quarts. and Mercon ATF. I was given 80-90W at store and had to redo it with Vavoline Mercon as I couldn't downshift. I took the stick shift off and poured it down there. Used a screw driver to get shifter unstuck from reverse. WELCOME TO FTE, SeaF150! I hope you went back to your store and 'educated' them since they recommended and sold you the wrong fluid, and hopefully they at least credited you the cost of the 80-90W....thankfully/hopefully it didn't cause your F-150 any damage. BarnieTrk Joined: Nov 2012 Posts: 9 Likes: 0 I've got a 1993 F250 7.5L. It has a 5 speed manual so from what I've learned from reading I've got a M5OD tranny. Well it has about 235k miles on the transmission. I have only owned the truck since 228k. I don't know the last time its been changed so I want to take care of it now. What fluid should I buy? I guess I only need 3 quarts of it right? According to a lot of people of here it looks like Mercon ATF is my best bet. Any specific brands that are preferred? EDIT: I just realized this is not an F250 thread. I apologize for posting in the wrong spot, but if anybody could help me anyway? I'd appreciate it. Joined: Oct 2005 Posts: 2,084 Likes: 92 From: Stanton, Michigan, USA Quote: Originally Posted by xbrxlunch I've got a 1993 F250 7.5L. It has a 5 speed manual so from what I've learned from reading I've got a M5OD tranny. Well it has about 235k miles on the transmission. I have only owned the truck since 228k. I don't know the last time its been changed so I want to take care of it now. What fluid should I buy? I guess I only need 3 quarts of it right? According to a lot of people of here it looks like Mercon ATF is my best bet. Any specific brands that are preferred? EDIT: I just realized this is not an F250 thread. I apologize for posting in the wrong spot, but if anybody could help me anyway? I'd appreciate it. I would be really surprised if your 460-powered 3/4Ton pickup has the same 5-speed transmission that was placed behind the measly 4-banger Rangers. I'd bet it is more likely to be a ZF S5 42 5-speed unit......which required Type H fluid, and now has been superseded by Mercon V fluid. BarnieTrk Joined: Oct 2012 Posts: 73 Likes: 0 From: Seattle does anyone know know the drain/fill plugs thread sizes? i wanna buy some magnetic plugs for my next change. Joined: Oct 2012 Posts: 6 Likes: 0 Easiest ATF Flush/Refill I don't how many times I have used this forum since I purchased my 92 F150 XLT with the 300 and the M5R2. I have made quite a few repairs, but for the most part they all revolved around deferred maintenance. Now, I finally have something to give back to this repository! With my new (reman) transmission, I've been dedicated to changing the ATF every 25-40k miles. I've used a few Royal Purple and Redline products and I find them all to be roughly equivalent. The differences in shifting performance are negligible. I used to use a hand pump (fill from bottle, then move to and fill transmission, repeat) and it was such a pain in the *** I figured there must be an easier way. So I picked up a few fittings and some hose and rigged up an Cummins diesel pump (12V) to do the job. It now takes

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