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Book Descriptions:

86 ford 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. I have a 86 model 2WD, has the 4 speed manual, 4th gear is overdrive. Getting different answers here from both lube places, parts stores and even Ford dealerships. I see a Ford spec ESPM2C83C and Ford part number D8DZ19C547A listed in the owners manual but cant find anything out with that information. Jiffy Lube said after checking their database it was an odd fluid they could not supply, NAPA could only suggest I contact Ford, and Ford dealership was confused as heck. Should not be so hard to get some fluid. I will keep looking but I dont see any sticky threads at all. Anyone know exactly where this would be or the answer to my question I have done more digging and have determined it takes a 80W gear lube BUT it has to meet either ESPM2C83C or, WSDM2C200C specs. The problem is, finding anything that meets these as they are not listed on anything I have checked. Possibly a high end sysnthetic. Heck, regular old gear oil may work well enough, but, dont want to risk it. Will keep checking. 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!!!!http://tennis-samara.ru/img/camaro-assembly-manual-1970.xml

- **1986 ford f150 manual transmission fluid, 1986 ford f150 manual transmission fluid type, 86 ford f150 manual transmission fluid, 86 ford f150 manual transmission fluidn fluid, 86 ford f150 manual transmission fluidfluid, 86 ford f150 manual transmission fluid problems, 86 ford f150 manual transmission fluid for sale.**

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.http://aeronautike.com/userfiles/camara-sony-cybershot-w610-manual.xml

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. Finding that transmission is as easy as going to a junkyard or searching online, but determining what type of Ford transmission it is—and what gearing comes with it, what vehicle it was from and what application its best for—takes a few steps. Step 1 Take a picture of the transmission. Take several shots of all angles, including the pan, the bellhousing and all the mounting points. Step 2 Measure the distance from the bellhousing to the rear of the transmission. Step 3 Look at the transmission pan and note the shape and the number of bolts. Heres how the transmissions break down C3 13 to 15 bolts, rectangular pan C4 10by9inch pan with 11 bolts. There is also a bulge in the front passenger corner. C5 Similar pan to C4 but has a hump in the middle. C6 Rectangular pan that has 17 bolts. Longer on the front and rear than on the sides.

AOD Similar pan to C4 with corners angled slightly; 14 bolts secure the pan. 4R70W Pan measures 15 inches long. E40D Pan measures 20.5 by 13.5 inches and has 20 bolts. There is also a notch in the passenger side front corner. Step 4 Find the year of the vehicle the transmission came from. C3 1973 to 1984 C4 1964 to 1986 C5 1973 to 1986 C6 1965 to 1991 A4LD 1984 to 1995 AOD 1981 to 1993 AODE 1993 to 1996 4R70W 1993 to present E40D 1989 to present 4R100 1998 to 2002 4R44E 1995 to 2001 4R55E 1995 to 2001 5R55E 1996 to 2001 Find the model of the vehicle the transmission came from. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. How to Identify My Dodge Ram. How to Change the Transmission Fluid in. Ford C4 Identification How to Identify a TurboHydromatic. How to Identify a Turbo 350 or Turbo. How to Identify a 727 Transmission How to Change the Transmission Oil in. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.The first complete redesign of the FSeries since 1965, the seventh generation received a completely new chassis and body.However, this generation marked the end of the longrunning F100, the Ranger trim, sealedbeam headlamps, and would be the final generation to offer a FlareSide bed with rounded rear fenders. The model line served as the basis for the eighth and ninthgeneration FSeries and the third, fourth, and fifth generations of the Ford Bronco. Though sharing no body parts, the model line shared mechanical commonality with the Ford Eseries. However, drastic measures were taken in reducing weight, including cutting large holes in the frame; this severely weakened frame rails on model year 19801981 trucks, causing them to bend or buckle under load. This was remedied by 1981 for the 1982 model year, returning the chassis rigidity to the same toughness and strength as the previous generation.

Grille options included a full chrome grille, a black grille or the standard flat grey plastic grille. The headlight bezels also came in several color options, ranging from light grey, grey, dark grey, and black; with the latter two being the most common.In 19851986 models, the upper accent mouldings were moved below the front marker. For 1985, the rear tailgate moulding on XLT models was updated and previewed the design of the 1987 model. This molding has become increasingly rare and fetches a high price.The back of the glove compartment door featured coin slots and cup depressions to hold cups and food similar to a food tray on a train. This was a feature only found on this generation and never on later models. It also showed a diagram with lift points as well as other mechanical information. Sliding rear windows were optional as well as cargo lights, underhood lights, and many others. Ford offered over 150 options for the seventhgeneration FSeries.These are listed below with their respective descriptions.Includes the basic standard components plus accessory circuits. These particles can cause severe internal damage or excessive wear.This engine is specifically engineered to burn gaseous fuel and includes numerous special components for that purpose.A thief cannot simply reach into the drivers compartment and pop open the hood using the standard inside hood release. The hood release can be activated only after being unlocked with the door key. This item is included in the Security Lock Group which is also available on all FSeries pickup models. By Allowing the driver to select an interval from approximately one to 12 seconds for intermittent sweeps of the wipers, interval wipers can be the ideal feature for driving in a light rain or road spray. Locking type is especially useful when the trucks engine is used to drive an accessory unit with high power demands, such as a winch or compressor.

Throttle can be set partway open while the driver is outside of the cab doing other jobs. Available on all models with the 4.9L and 5.8L engines. Not available with speed control or engine usage indicator. Essential for construction contractors or fleet operators who base maintenance intervals on running time rather than mileage. Each of the westerntype mirror frames holds two 6x6inch mirrorsa flat one which provides a standard rear view with objects in proper perspective and a convex one which offers a panoramic view to eliminate blind spots. Especially helpful for trailer towing. The tinted windshield offers the benefit of reduced glare for the driver on bright, sunny days, plus it costs less than Tinted Glass, Complete optionespecially on crew cab or SuperCab models. Included with Light Group. Exerts stress between the front wheels to increase vehicle stability and minimize sway, especially under heavy loads or rough terrain. Available with gasoline engines only. This option allows him to order it with the vehicle, rather than having to go out and buy one separately after the vehicle is in service. The LimitedSlip differential automatically transfers most of the driving power from the drive wheel with the least traction to the drive wheel with the most traction. Helps prevent vehicle from becoming stuck in mud, sand, ice and snow. This axle can be ordered with a 3.54, 3.73 or 4.10 ratio.A steering wheel cover and Ford logo above the radio was optional. Chrome door handles outside the cab to hoist the driver up and into the cab were also optional.Also included pinstriping if ordered, synthetic wood, cloth seats and various other interior options. Not offered in California. It also featured a stripe graphics package and black and silver dash trim. Available exterior colors were red, silver, black, and very rare brite blue. Explorer packages changed every year, and were only offered for a limited time each model year.

Originally only offered on the Bronco and Bronco II, the Eddie Bauer trim would eventually make its way to the FSeries lineup by the end of 1994 1995 model year. As before, the standard engine was a carbureted 300 cubicinch inline6. To further boost fuel efficiency, a downsized 255 cubicinch version of the 302 Windsor V8 was made an option; it proved unpopular and was dropped after 1983. As Ford streamlined its smallblock V8 engine lineup, the 351M was replaced by the 351 Windsor. Initially, the largest engine offered was the 400 V8 carried over from the previous

generation; it was available only in F350 and certain F250 models. As similarsize engines were discontinued by General Motors and Chrysler during the late 1970s, the 400 was discontinued after 1982.The reintroduced 460 was now externally balanced, like its 302 and 351 Windsor stable mates. Coinciding with the reintroduction of the bigblock 460, Ford introduced another engine offering for buyers seeking higheroutput engines. Largely a response to General Motors, who had offered dieselengined pickups since 1977, Ford produced their first North American diesel FSeries in 1982, while in Argentina the F100 carried over the same 3.3L Perkins 4.203 available since the 3rd generation Fseries. Rather than develop its own engine as GM had, the 6.9 L IDI V8 was the product of a joint venture with International Harvester. The 460 was first offered in 4x4s in 1983 as an option on 1984 models. Up until that point, it had never been offered in 4WD models.Various transfer cases were used, most built by New Process Gear. NP208F cases were most common. Each feature a stickshift 4WD engagement, with 4 speeds 4 Low, 4 High, Neutral and 2 High. Various BorgWarner transfer cases were also used.Ford and Dana Holding Corporation called this the Twin Traction Beam or TTB and used many of Dana Spicer parts. The F150 used a light duty Dana 44 TTB.

The F250 used an 8 lug version of the Dana 44 TTB called the Dana 44 TTBHD with the Dana 50 TTB being an option. The rear was a Dana 60 until mid 1985 when Ford phased out that axle for their own Sterling 10.25. Dana 60s could be either full float or semi float and came with a range of gear ratios. Semi float Dana 60s were either cclip style, which utilize cclips to hold the axle shafts in, or pressed in bearings which held the axles in with a special wheel bearing that bolted to the outer axle housing inside the brake drum. These were typically used in lighter duty trucks. Up until then, early 1985 models were built with left over 1984 materials, making some parts tough to find. The F350 used the Dana 50 TTB in front until a midyear change in 1985, when the F350 was fitted with the Dana 60 solid front axle. F250s could be ordered with a Dana 50 TTB if it was a heavier duty model; all other F250s were equipped with a Dana 44 TTB. These trucks were leaf sprung and used a single gas shock with no coil springs and radius arms like on the F150. For the rear axle the F350 trucks used a Dana 60 for the single rear wheel trucks and a Dana 70 for the dual rear wheel trucks until 1985 when Ford once again phased in their own Sterling axle.Adopting design elements from the heavier Ford Lseries conventionals, the mediumduty trucks received a trapezoidal front grille with lowered front fenders for the first time since 1957. Sharing its cab with the pickup trucks, the mediumduty trucks were offered as a twodoor standard cab and as a fourdoor crew cab. Multiple diesel engines were offered through its production as an option. Initially launched with the Caterpillar 3208 and Detroit Diesel 8.2L V8s, the mediumduty trucks received inline6 engines developed jointly by Ford and New Holland during the late 1980s, ultimately receiving Cummins Bseries and Cseries diesels.

Additionally, the Deutz 913series engines 4, 5 and 6 cylinder for aftermarket were offered from 1983 to 1987 for all models, including medium duty trucks.By using this site, you agree to the Terms of Use and Privacy Policy. 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. I dont even know what kind of transmission it is. If it has a granny gear it is a ZF transmission. The Mazda unit uses Dexron III ATF, they were prone to leaking when being driven, there is info on the WWW about the repair. I dont know too much about the ZF transmissions. The Mazda M5OD which is probably what the truck has, most of the F150s used this since it is not a HD application. It is a 5 speed OD. The ZF IIRC is also a 5 speed with a granny gear, which was in the bigger HD applications. If it is the Mazda tranny it calls for Mercon V since the fluid it originally came with is no longer being used. The 87 used gear oil the 88 and up used ATF. If first gear is a very low gear it is a ZF gear box, and Im not sure on the tranny fluid. Im very familiar with the M5OD however, that takes Mercon V. Thanks! My Dad bought a couple quarts 80W90 so I suppose I can put that in the diffies instead. SAE 15W40 Synthetic Heavy Duty Diesel and Marine Motor Oil AMEQT. Synthetic Universal Automatic Transmission Fluid ATFQT. TorqueDrive Synthetic

Transmission Fluid ATD1G MERCON Automatic Transmission Fluid will no longer beUse Redline MTL or Amsoil MTF. Your goals are not cost saving every nickel, and you want better life out of the trans. Shifting should be improved, as well. Use Redline MTL or Amsoil MTF. Your goals are not cost saving every nickel, and you want better life out of the trans. Shifting should be improved, as well. I told my Dad about the Amsoil MTF. Well see. The engine has a dead cylinder, which appears to be rings. It runs alright, not great, but alright.

Advance Auto Parts has 13 different Automatic Transmission Fluid for your vehicle, ready for shipping or instore pick up.Here at Advance Auto Parts, we work with only top reliable Automatic Transmission Fluid product and part brands so you can shop with complete confidence. We're sure you will get the right product to keep that F150 running for a long time. Hear from other customers via the 170,553 reviews on parts for your Ford F150. If you prefer to shop in person for the right Automatic Transmission Fluid products for your F150, visit one of our local Advance Auto Parts locations and you'll be back on the road in no time! It exceeds the requirements of the JASO1A performance standard created by Japanese Automobile Manufacturers.Developed to help prevent leaks, maximize transmission performance, reduce transmission wear, and maintain smooth shifting longer than conventional fluids. For CVT applications Valvoline recommends Valvoline Full Synthetic CVT Fluid. Product Features Formulated with fullsynthetic base stocks and advanced additive technology to meet the challenging demands of automatic transmissions. Highperformance seal conditioners maintain and preserve the elasticity of seals to help prevent leaks in high mileage transmissions Developed with antiwear technology to help improve transmission durability Engineered with a proprietary blend of base oils and advanced additives to provide better oil flow at low temperatures and greater film protection at higher temperatures Good quality fluid. Good quality fluid. Promotes smooth shifting.For the small price of this exact fit fluid, you can get the proper color back into the steering unit. I did a remove and refill a couple of times to get the fluid replaced. Used a turkey baster to remove old fluid. My 2006 F250 and 2010 Mercury Grand Marquis have MERCON V listed in the service manual for the steering fluid. For the small price of this exact fit fluid, you can get the proper color back into the steering unit.

I did a remove and refill a couple of times to get the fluid replaced. Used a turkey baster to remove old fluid. My 2006 F250 and 2010 Mercury Grand Marquis have MERCON V listed in the service manual for the steering fluid. Product Features Exceeds the requirements of the JASO1A performance standard created by Japanese automobile manufacturers; this standard is recognized by Japanese OEMs in certifying automatic transmission fluids for use in their vehicles Exceptional high temperature protection to effectively resist fluid oxidation Enhanced friction durability for smooth transmission performance Superb low temperature fluidity for cold weather shifting Product Features Outstanding resistance to oxidative and thermal breakdown Exceptional low temperature fluidity Excellent antiwear properties. Excellent gear shift quality throughout service life. Developed to help prevent leaks, maximize transmission performance, reduce transmission wear, and maintain smooth shifting longer than conventional fluids. For CVT applications Valvoline recommends Valvoline Full Synthetic CVT Fluid. Product Features Formulated with fullsynthetic base stocks and advanced additive technology to meet the challenging demands of automatic transmissions. Highperformance seal conditioners maintain and preserve the elasticity of seals to help prevent leaks in high mileage transmissions Developed with antiwear technology to help improve transmission durability Engineered with a proprietary blend of base oils and advanced additives to provide better oil flow at low temperatures and greater film protection at higher temperatures Good quality fluid. Good quality fluid. Motorcraft and Ford Parts are used throughout Ford vehicles in a variety of applications that help ensure the proper build quality, integrity and longlasting performance of every Ford car or truck.

Motorcraft and Ford Parts are manufactured from firstquality materials chosen specifically for

maximum performance and application suitability. As with all Motorcraft and Ford Parts, any innovations or improvements developed since the vehicles manufacture are included in these after market replacement parts, ensuring the most current technology and performance. This product also provides excellent performance in electronically controlled automatic transmissions. This fluid has excellent thermal, oxidation and shear stability and good low temperature fluidity. It provides wear protection and inhibits the formation of gum, sludge, lacquer and foam. It also prevents against rust and corrosion.It also has exceptional oxidation and thermal stability, resulting in maximum service life. Product Features Maintains friction control for smooth shift action and protection against shudder. Retains high temperature viscosity resulting in maximum oil film thickness and excellent wear. Controls sludge, corrosion, and wear of gears. It also has exceptional oxidation and thermal stability, resulting in maximum service life. Product Features Maintains friction control for smooth shift action and protection against shudder. Retains high temperature viscosity resulting in maximum oil film thickness and excellent wear. Controls sludge, corrosion, and wear of gears. It is formulated with all synthetic base stocks and a proprietary additive system to ensure optimal transmission performance in a wide variety of vehicles. Valvoline Import MultiVehicle ATF can also be used in many domestic vehicles. It meets requirements of General Motors and Ford vehicles. For CVT applications Valvoline recommends Valvoline Full Synthetic CVT Fluid. Product Features Formulated with fullsynthetic base stocks and advanced additive technology to meet the challenging demands of automatic transmissions.

Enhanced antishudder protection for smooth shifting and maximum power transfer Developed with antiwear technology to help improve transmission durability Engineered with a proprietary blend of base oils and advanced additives to provide better oil flow at low temperatures and greater film protection at higher temperatures Find our most popular parts below Enroll now and start getting rewarded its easy. Before adding transmission fluid, make sure that your engine was running when you checked the fluid level. If the transmission fluid level on your F250 is low, you need to add fluid through the dipstick tube. Ford has been developed sophisticated transmissions through years and it is critical that you add the exact type of transmission fluid stipulated by your owners manual typically in the back of the manual in a section titled Fluid Capacities. When adding transmission fluid to your F250, be sure to add it slowly as the transmission fluid capacity is reached quickly and it is difficult to remove excess fluid if you overfill. If you are having problems with the transmission in your F250, such as clunky shifting or hesitation, check the fluid level first it is amazing how many drivers pay thousands of dollars for transmission work when a half quart of transmission fluid would have fixed the problem. The right stop leak product can cure a lot Something went wrong.Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable.

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area, etc. Ill be the first to admit I am anything but a mechanic or know anything about cars. But, financial times makes it impossible to take to shop. Can you helpIt will probably take gear oil Looks similar to motor oil and usually stinks But When I Go To Put It. The Manual Says Not To Use A Fluid For Dual Use Such mercon And Mercon V. My Old Truck Has Been Sitting For Around One Year Without Being Used. I Start It To Move It Around Our Small Yard To Cut The. It was produced in three different overdrive ratios for use in Ford F150 and some limited F250 fullsize lightduty 2WD and 4WD pickup trucks.The top shift overdrive TOD is a four speed manual transmission with fourth gear as an overdrive.All forward gears are helicaltype and are in constant mesh. The forward gear changes are accomplished with synchronizer sleeves.The reverse idler gear is in constant mesh with the countershaft gear.

In reverse the spurtype gear on the reverse idler sliding gear meshes with the gear on the 12 synchronizer hub.The firstsecond fork and the reverse fork are attached directly to these rails.This shift control link contacts the shift fork in the transmission.The mating surfaces of these components are sealed with Anaerobic Sealer Gasket Eliminator.This is useful when evaluating a loose transmission at a junk yard or swap meet.The twocharacter alpha code will identify the overdrive ratio as originally built. Other than identifying the OD ratio, the RTS alpha code is unimportant in adapting the Tremec to the Model A or early V8 Ford.The first style case is marked RFE4TR7006AA and C2604877, and the second style case is marked RFE5TR7006AA and C2605524 8 hole butterfly front mount.These were made by Tremec, but are not marked RTS on the steel tag. These may not be overdrive, and may be 11 fourth gear ratio.A provision for mounting the emergency brake handle to the transmission must also be fabricated.Reduction of the front main bearing retainer diameter size to fit the Model AA clutch housing. for reference, the stock Tremec diameters are 4.850 inches and 1.430 inches. Adaptation of the shift lever to suit the users needs. A 198086 Jeep T176 onepiece cane shift lever can be easily adapted to replace the Ford stub shifter shaft. Search for Crown Automotive 5359835 shift lever.A Ford 8N7550 clutch disc, A C5NN7600 pilot bearing and C0NN7580A throwout bearing can also be used.Assumptions are based on stock tire sizes and engine configuration.Increased engine Torque and HP are required for highway driving. You no longer need to do a tuneup every six months or change the oil every three months, but regular service and inspections are still essential to your vehicle’s longevity.