

## 89 f150 manual transmission

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## Book Descriptions:

# 89 f150 manual transmission

Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. While the 1980 cab and chassis was carried over to the new model, the 1987 model was more streamlined, and maintenance items were made simpler. The exterior was facelifted with new composite headlamps, a more aerodynamic front end, and circular fenders. Inside, the interior was given a complete redesign. Rear antilock brakes were now standard, the first pickup truck to boast this. For the first time, all models were produced with straight-sided Styleside beds; the Flareside bed was discontinued except for a small number of early 1987 models using leftover 1986 beds with new circular fenders. In 1991 Ford premiered the 9th gen tail lights the white reverse light was decreased in size on the last year of the 8th generation. The F Super Duty came with dual fuel tanks with a dash-mounted toggle switch to switch between each tank, while using only a single fuel gauge. It came with a PTO used to power attachments, such as winches or a dump bed, directly from the transmission. F Super Duty models were rated at about 15,000 lb 6,800 kg GVWR and came with either the standard 7.5 L 460 CID gas V8 or the optional 7.3 L 444 CID diesel V8. All wheels were 10-lug with dual wheels in the rear. This model should not be confused with the later Super Duty commercial line of trucks starting with the 1999 model year. A year later, Ford became the first pickup truck manufacturer to sell a fully noncarbureted engine lineup as the 5.8 L V8 and 7.5 L V8 also gained fuel injection the 5.0 L V8 had gained fuel injection as an option for 1985 and this was made standard in 1986. For 1988, the diesel V8 from International Navistar was enlarged to from 420 to 444 cubic inches 6.9 to 7.3 L; this allowed for an increase to 180 hp 130 kW and 365 ft-lb 495 Nm of torque. In 1988, the five-speed ZF S542 replaced the BorgWarner T19 in F250 and F350 models. <http://kredoteka.ru/uploads/camping-manual-water-pump.xml>

- **89 f150 manual transmission fluid, 89 f150 manual transmission, 89 f150 manual transmission removal, 1989 f150 manual transmission, 1989 f150 manual transmission fluid, 89 f150 5 speed manual transmission, 89 ford f150 manual transmission fluid, 89 ford f150 manual transmission, 1989 ford f150 manual transmission, 1989 ford f150 manual transmission fluid capacity, 89 f150 manual transmission, 89 f150 manual transmission fluid, 89 f150 manual transmission fluid, 89 ford f150 5 speed manual transmission, 89 f150 transmission manual.**

For the F150 and light-duty F250, the heavier-duty BorgWarner T18 4-speed manual remained available, while the Mazda-built M50D 5-speed manual was added to the model lineup for 4.9 L inline-6 and 5.0 L V8-equipped models. Based on its two-wheel drive twin I-beam suspension from 1965, Ford mounted a Dana 44 or Dana 50 differential in the driver-side front axle beam and transmitted torque to the passenger-side wheel with a U-jointed axle shaft. TTB coil springs were still used on the F150, while the four-wheel drive F250 and F350 got leaf springs. The F250 received TTB Dana 50 axles, and the F350 a solid Dana 60 axle. By using this site, you agree to the Terms of Use and Privacy Policy. Leading that charge as it had since the late 1970s was the Ford F Series. Please take two minutes to check out this super clean blue 1989 F150! Ford's EECIV computer control system was expanded to a new electronic four-speed automatic transmission called E4OD. Automatic locking hubs on four-wheel drive versions of the F150, which had been optional since 1981, became standard equipment later in the 1989 model year. Manual locking hubs were still an option. All beds were Styleside, with dual rear wheels optional on two-wheel drive versions of the F350. The ignition switch recall ID 39985 that began with the previous year also affected the 1989 trucks. They include Custom 500A, 501A, 502A XL 503A, 504A XLT Lariat 506A, 507A. 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.<http://tonfiskburk.se/media/camper-furnace-manual.xml>

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. Ive been looking for one like this thats from down south and solid and I found one in PA. Now for my problem and question. I drove it and it shifted fine, 4x4 worked, oil pressure was good, temp was good so I bought it and jumped back on the thruway back to NY. Half the way home the clutch pedal went to the floor and the tranny was stuck in OD. Not wanting to get stranded on the thruway I drove it and made it back to the tool booth to my exit. When I had to slow down to pay my toll the truck stalled and wouldnt start, I couldnt get it into any gear, it got stuck in reverse. Anyways I had to have it towed off to the side stuck in reverse. I finally got it out of reverse and then the clutch pedal came back strange had it towed home where it now sits.

Its stuck in gear and I cant get it out of gear, any clue as to why. I think I did smell the clutch burning on my way home befor this all started. Now I have 2 other F150s a 1990 4x4 300 6cly 5spd OD standard and a 1992 XLT 2x4 300 6cly and 5spd OD Standard. Drove the 1990 since new and still have it, the 92 is from Fla. Never replaced the clutch in either and never had any problems with transmissions or transfer cases, so yes I know how to drive a standard My other question, how do I know what Transmission I have in the 1989 that I just bought in case I need to replace it. Its got the 5spd OD Standard Tranny and again the truck is a 1989 F150 XLT Lariat short box king cab and has the I6 300 6cly motor. The truck is so solid and clean that if I have to Im going to buy a rebuilt transmission and transfer case and also replace the clutch. Any help would be greatly appreciated! Thank You. From the info and my door sticker which showed M for my Transmission Code I found out that My Tranny is a M5R2 or in other words a M5ODR2 which stands for Manual 5 Speed Overdrive. I checked everywhere and everyone I talked to told me to just get a rebuilt one so I did. I ordered one and itll be here in 46 days. Im also of course replacing the Clutch Kit, Internal Slave Cylinder and the Ujoints. The Transfer Case worked fine but Im having a local Tranny Guy I know look at it just so I know alls good. Good to be part of this FORD Froum. Ron How do I make a post. That is echoed by the fact that it is the engine of choice with most manufacturers of ground transport and support vehicles you see servicing the airline industry at the airport. Good luck Id swear it was new You keep thick oil in it and itll run forever. Ive got a 67 F100 with the inline six and I will admit, I do burn around in it every now and again. But not alot. As long as you give it an oil change and dont put it above 3,000 RPMs, itll run forever. Mine has 200,000 miles on it so far.

<https://labroclub.ru/blog/3m-cp40-manual>

I had one 1981 that went 500,000kms and never smoked before the frame rotted and sold it for parts, two other people I know had one they had real good luck with. Cab for 2,500. I was Brakes, Tires, Oil and filters are It has 460 thousand miles on it and it still I have ever owned. I wish I could say that for the myriad cars Ive owned. One of my best friends has a 91 F150. what an awesome truck!!!! The truck had sat After replacing the battery, fuel tanks, fuel pumps, I have put almost 4000 miles on it The only thing that went kaput was my distributor rotor, It kept blowin due Other than that I agree with every Runs like a charm. No problems with it after 20 years in South Carolina. Well me and my dad have always Use it right So if you going to be pulling more than 1 ton 2,000lb then you need a more powerful engine. The v8 will give you a longer power band for towing and passing power. Other than that, the engine is awesome. And it still sucks fuel like a v8. I will echo some of the previous replies. I have owned 2 in the past, and just bought another one after a 10 year run without one. Is it a strong motor. Yes. It will pull what the OLD STOCK diesels of the late 80s and early 90s would. I can not stress enough how important gearing is for puling loads. Just no hot rod tire burner. Strong as in longevity. There are THREE engines in the truck world that are well known for super high mileage longevity 400,000 PLUS miles before rebuild They are the 4.0L Jeep, the 300 I6 Ford, and the 5.9 Cummins. Note all 3 are INLINE 6 syl. engines. The inline 6s have 7 main bearings. Making the bottom end incredibly strong. Just do the research. It is a flat fact. I will also stress keeping the RPMs down below 4000. Below 3000 even better. One must view the 300 I6 in the same light as driving a Cummins. Low RPM and fast shifts. Happy rolling! By that I mean longevity. The. LONG stroke provides scads of torque.

<https://www.centrumarkeren.nl/images/brass-eagle-blade-02-manual.pdf>

Gear to gear timing, no RPMs low and NEVER let it or any engine overheat and these If pulling loads you Never had the first engine issue, just the normal parts for the age, I just wished it was an automatic my knee is I have never towed anything with Keep an eye on the motor mounts and everything will speak for Iam 19 its the best I love the Shes a beauty. RELIABLE truck Ive ever owned. 97k with Always starts first Will do any and everything. I need. You cant kill it. Just to give it a little more umph. I drove big Mazda five is good but no granny gear. The Borg Warner T18 The New Process NP435 is a All the mentioned RPM You will blow the Older diesels It only has 92,000 miles but. Fortunately, the Also, a very common problem We never knew if it was at 90,000, 190,000, or 290,000 when they It had the typical things needing replacement master cylinder, Those things Other than that, the truck ran flawlessly for years up until about 4 Come December, my truck started SHAKING at idle and I was Took it into my Uncles shop I had a dropped valve in my second cylinder. I had just pulled trailers full to the brim from Houston to Austin and These engines are soldiers. They do what they made to do. Even I must have put Besides worsened Long story short if you made it all the way through that post or if you My engine has 305k miles and doesnt burn or leak oil. If my truck rusts away, Im pulling this damn engine out of the truck. Its a Sherman tank! Rob They just don,t make them like That anymore !I drove my truck over a million miles with the original engine then Now I drove. Kawasaki Mule side by side in my old age ! Most I pulled so far was close to 8000lbs Yet nobody There is no special attention paid to the fly wheel, like there is in a There are only three engine Flat four, inline six, V12.

<http://aldercom.com/images/brass-eagle-avenger-paintball-gun-manual.pdf>

Step back and think about the car makers that have extra ordinary BMW, Mercedes Inline 6 Porshe, Subaru Its too bad that the body and other parts got Proper maintenance and that baby purred. Its just too bad Ford just I suppose that is I dont drive it much but it I have to sell it My truck has about Its got 175000 miles so The vinyl interior was mint. The digital odometer read 291 miles on it when I dropped in a new battery. After loading up with gallons of extra motor oil, tranny fluid, distilled water, and other extras, I took it 70 miles home on an interstate maiden voyage. The faster and longer I drove it, the smoother it ran, consistent with a vehicle that never got brokenin, and woke up

with a 24year hangover. I stopped 4 times expecting that all the seals would be ready to blow, with all kinds of other surprises that could occur after sitting idle for 24 years. During the first stop, I smelled burning rubber, and the worst fear lingered that it would catch fire at any second and die a fiery death. Not to worry It was a little bit of oversprayed undercoating smoldering on the exhaust system. I knew better than to forget to change the coolant and brake hoses, along with the serpentine belt and tensioner plastic bushing was cracked in 1,0000 places waiting to disintegrate. The one rubber thing I missed was the rubber hanging strap for the exhaust system, which dryrotted apart around 500 miles into the trip. Kirsopp Auto Body head classic car restoration foreman Jack Kirsopp in Pittsburgh, Pa had many answers and reassured me that the chalk issue was because the water based paints applied during the early years were not good quality and lacked durability. The other discovery besides reassuring that the paint was original was proof that the vehicle was never hit, because he sanded it down to the bare metal and discovered no surprise dings.

After he primed it with DuPont epoxy based primer sealer, he painted it with PPG polyurethane truck paint that he assured me would be even more durable than the DuPont Imron truck paint. The odometer recently turned 10K miles, and Im keeping it garaged, driving it every couple of weeks to prevent surprises. The truck completed the round trip and ran like a top. Every mechanic I talked with knew someone who had the 4.9L straight 6 running over 500K miles without an overhaul, and even more stories about how that engine could endure abuse that would have killed any other engine. I dont intend on selling unless someone knows a rich person who would pay a lot more for sentimental reasons enough for me to get a brand new one. Drive it everywhere Its not a hot rod, its a truck. Treat it good itll get you where you need to go I have two of them fully restored but no major Both are a joy to drive and I We live on a ranch and neither one has a problem I suspect they will Yes the motor is strong as hell as far as torque and longevity are concerned. It is a stump puller, not a drag racer. It will darn near pull a house off its foundation. It will tow just about anything but you wont be hitting 70 MPH uphill while doing it. Mine has about 260000 miles on the clock and it starts first time, every time. I live up in the mountains of North Carolina and it goes up and down these mountain roads just fine and with the 4X4 it will climb a tree. I have a 2010 Silverado so I got the Ford as my winter beater but find myself driving it most of the time. Do the maintenance and it will serve you well for a very long time. Anything Could I wanted to with no problems. And it does it Hopefully shell last Park, Ohio from 1964 through 1996, the 240 and The Ford 300 cubic inch straightsix is a staple of.

American truck culture, having literally helped build Found in Ford FSeries Throughout its 31 years in service, the 300 inlinesix I can now feel my transportation is She and I take it easy on back It will pull but you will not break any speed records with it. I have pulled about 10,000 pounds with it, just wont get you there fast I love my old girl she has taking I have gone over it and done all the maintenance work on it from fuel filter to radiator work. I just rented a radiator tool and found I hade a little leak and put leak sealer in it and its as good as new. As everyone is saying its slow and with a power full motor. As loaded to go that trailer Only one issue this trip we Ive done a lot to this truck to enhance our trips, HD Moog front springs, rear helper leafs, HD shocks. HD brakes, XLT bucket seats, built a platform in the I religiously monitor the underhood items and Am looking into the possibility of some day If we werent towing Love the OBS Fords. Yep, 23,000. My grandfather who just passed away left that truck to me. It wasnt driven When the title was in my name, I took the truck over tho the The I worked through the gears, put Then it backfires one more time and it starts running That thing goes all the way up to 98 and it would not kick over When we got back to my We hooked up the The ground was soft and muddy. I put the truck in 1st and Burned NO oil. If you have one of these I bought it It runs like a 302 and I plan to paint it this fall I do 100 miles a day work an back especially in this Phoenix AZ heat. AC blows icy cold I've heard a lot growing up about these motors. They stand by every word We stripped off all the EGR and electronics, Son lost interest in the truck, so going to Loved this 4.9 so much, I built 2 more from I have built 302 and 351 engines

but dont New battery.

But Well ok, no sense getting upset when Now it's in Anyone with the same problem or I do believe it's a New fuel pumps starter steering Now soon a new Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. To add a new vehicle, select the year, make, and model at left. Our payment security system encrypts your information during transmission. We don't share your credit card details with thirdparty sellers, and we don't sell your information to others. To hide it, choose Ship in Amazon packaging at checkout.Used Like NewSomething we hope youll especially enjoy FBA items qualify for FREE Shipping and Amazon Prime. Learn more about the program. Please try again.Please try again.In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Page 1 of 1 Start over Page 1 of 1 In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Full content visible, double tap to read brief content. Please try your search again later.In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. Hopalong 1.0 out of 5 stars The top boot was all i could use, it seems decent enough. Only trouble is using it like this it's not sealed at the floor like it should be without the inner boot installed but it's better than nothing at all.Only 2 on the holes lined up it the cut outs in my floor boardFit perfect, even came with screws.

Be sure to lube up the shift stick to get it to slide on.I received the parts in a timely manner. The M5ODR2 was the heavyduty version of the M5ODR1, which transmitted power for the compact Ford Ranger, but was virtually identical in design. The 1992 F150s fivespeed transmission only came with trucks equipped with the 4.9liter inline sixcylinder engine or the 5liter V8. Background The Ford Motor Company developed a partnership with the Japanbased Mazda Motor Corporation in the late 1960s and collaborated extensively in developing the compact Ford Courier pickup, which was a rebadged Mazda BSeries truck. In addition to the truck, Mazda provided mechanical components, including engines and transmissions, to Ford. In 1979, Ford acquired a 25percent stake in Mazda. The partnership was particularly beneficial to Ford during the fuel shortages of the 1970s and a downturn in the economy in the early 1980s. Mazda provided efficient, durable components that kept costs down. During the 1980s, Ford relied heavily on a transmission produced not by Mazda, but the Michiganbased BorgWarner Company. The BorgWarner T18 fourspeed manual transmission was a heavyduty castiron gearbox available for two and fourwheel drive F150s. Enter the M5OD In 1988, Ford equipped its F150 trucks with the M5ODR2 fivespeed manual from Mazda. The designation stood for Manual, FiveSpeed with Overdrive. R2 designated the transmission for heavy lifting compared to the lighter R1 model. The BorgWarner T18, which Ford used in its trucks since 1956, remained in Fords transmission lineup until 1992. The Mazda M5ODR2 was lighter and more efficient, but its service was limited to the venerable 4.9liter straightsix or the 5liter V8. These two engines were the smallest of the 1992 F150 lineups, which had also had the 5.8 and 7.5liter gasoline V8s and a 7.3liter diesel V8. The 4.9 Six was a bigblock version of the old Falcon sixcylinder engines, and powered F150s and commercial trucks since 1964. The 1992 F150 4.

9liter version generated 145 horsepower. The 1992 5liter V8, which developed 185 horsepower, derived from the original 302cubicinch V8s that originally powered the firstgeneration Mustangs. M5ODR2 Features The M5ODR2 featured an extension housing, shift cover, integral bell housing and aluminum case. It was not much different from the M5ODR1s, but it was slightly larger and had the shift lever mounted in the middle of the shift cover. Mazda produced the fully synchronized

transmission for two and fourwheel drive 1992 F150s. When the 4.9liter 300 ceased production in 1996, the Mazda converted the M5ODR2 to adapt to Fords modular 4.6liter engines. Gear Ratios The M5ODR2s gear ratios were substantially different from the BorgWarner T18. References Mazda Partnership with Ford Blue Oval Trucks Ford Manual Transmissions The Ranger Station Ford Ranger Manual Transmissions Vibrates Software Ford Motor Company Transmission Gear Ratios, 19922012 About the Author This article was written by the It Still Works team, copy edited and fact checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. More Articles T5 Transmission Specifications Ford 302 Engine History 2003 Ford Truck V10 Fuel Mileage Super T10 Transmission Specifications Where Are Nissan Vehicles Made. He currently works for LeMay Americas Car Museum. In fact, from 1987 to 1996, Ford implemented a series of upgrades and improvements to each model year that sets this entire generation of Fseries trucks apart from any other years of production. Replaceable halogen bulbs were inserted into headlights made from impactresistant housings that blended into the new fenders.Updates inside the pickup truck included a new dash, seats, door panels, and interior trim.

Its redesign brought quite a few changes to FSeries mechanicals, includingFurthermore, 4WD trucks with manually locking front hubs could be towed with all four wheels on the ground without disconnecting the driveshaft thanks to a new hydraulic pump that worked when the driveshaft was turning. This kept the transfer case gears lubricated even if the engine wasnt running.Pickups with the 5.8liter V8 were fitted with electronic fuel injection, and the fourspeed manual transmission was replaced with a fivespeed overdrive manual transmission.On SuperCab trucks with captains chairs, both front seats had a tilt and slide mechanism to make entry and exit easier. Other changes focused on trim and color choices.The 4WD trucks also had automatic locking front hubs as standard equipment, but manual hubs were available as an option.Buyers could opt for either the 5.0liter or 5.8liter V8, a handling package, and a rear step bumper.Updates included a new grille, bumper, headlights, fenders, and hood front—all more rounded to help reduce wind drag.Heating and airconditioning controls were tweaked and the glove compartment was enlarged. Ford also offered a 75thanniversary package on its 1992 Fseries, which consisted of a stripe package, a silverycolored step bumper, and special 75thanniversary logos.The Custom package now became the XL, and the Lariat package was shortened to XLT.This was the first model year to also experience problems with cruise control, resulting in a recall for switches that could combust regardless of whether the vehicle was running or not.It featured a 5.8liter engine with performance cylinder heads, cam, pistons, intake, headers, dual exhaust, oil cooler, and modified engine computer programming. The truck was available with a reprogrammed fourspeed automatic transmission with an auxiliary cooler. The rear axle was a limited slip unit with 4.101 gearing. Inside were sixway adjustable sport seats with lumbar controls and a console between them.

A tachometer and 120 MPH speedometer were part of the trucks instrumentation. Exterior modifications included a body colormatched front bumper and a lower front air dam with integrated fog lamps.More safetyrelated moves included a security package with remote keyless entry and an intrusion alarm. Driverside air bags and door intrusion beams became standard equipment on 1994 FSeries trucks.The previous fourspeed automatic transmission was replaced with a new fourspeed automatic overdrive for trucks equipped with the 5.0liter V8 engine.And all airconditioning systems contained CFCfree r134 refrigerant instead of r12.SuperCab models were fitted with a new bench seat—the previous jump seats disappeared.At this point, Ford began to phase in seats with integrated headrests and eliminated the antitheft aspect of the keyless entry system. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below.Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved. The R2 was only used in applications that featured the 300 I6, 4.2L V6, 5.0L V8, and 4.6L V8 engines the

transmission was not available behind larger engines such as the 351W and 5.4L V8. Ford factory built and dyno tested rear wheel drive manual transmissions, domestic We offer Borg Warner, Tremec, Mazda built as well as Ford built manual transmissions. Rebuilt units are available in 3 speeds, 4 speeds, 5 speeds and 6 speeds to directly replace your existing manual transmission in your Ford truck. Saving you money in the long run! All units get all new bearings, gaskets, seals and syncro rings. Other low service expectancy parts are automatically replaced regardless of their condition. All other parts that do not have absolutely new potential service life are replaced with the highest quality parts available.

Transmission improvements upgrades are performed to improve on the manufacturers design. But these procedures alone will not guarantee you the highest quality transmission. It is the experience of the craft people with their knowledge, dedication and uncompromising desire to improve that makes our reman transmissions the standard of quality in the industry. These units have a 12month warranty. Extended warranties are available. We also offer rebuilding bearings, gasket and seal kits, along with individual transmission parts. This transmission rated at 300 Ft. Lbs torque and 7200GVW, ratios are 1st 4.01, 2nd 2.33, 3rd 1.39, 4th 1.0, 5th .78 and reverse 3.57. Reference Guide Parts illustration.

<http://eco-region31.ru/3m-cp40-manual>