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Book Descriptions:

95 jeep wrangler manual transmission fluid

Depression, ADHD, memory loss, agitation These may seem like inevitable byproducts of modern lives spent multitasking, not getting enough sleep, and operating on digital overload. But while much of the brain's work still remains a mystery, a growing body of scientific evidence suggests that the food you eat directly affects how well your brain functions. Brain health also pl. The guests range from super celebs Jamie Foxx, Arnold Schwarzenegger, etc. and athletes icons of powerlifting, gymnastics, surfing, etc. to legendary Special Operations commanders and blackmarket biochemists. For most of my guests, it's the first time they. Truck freight and oversize charges still apply unless otherwise noted, and can only be shipped to the lower 48 States. Rough Country items are not included in Free Shipping offers. Tires and Wheel and Tire Kits do not qualify for free shipping. You'll see it on the item page as a Vendor Handling fee, and it will show up in the cart below the items you're ordering. Find out what the fluid capacities are for your Jeep JK, YJ and TJ are! It's better to prevent issues from arising than fixing them when they do. Here are the fluid capacities laid out for your Jeep JK, YJ and TJ. This information is in the owners manual and service manual but has also been compiled here for quick reference. This information is in the owners manual and service manual but has also been compiled here for quick reference. This information is in the owners manual and service manual but has also been compiled here for quick reference. In short, a 5w30 oil flows faster than a 10w40 oil. Generally, a faster flowing oil in colder temperatures is desirable because this means more internals get oil at startup faster than a slower flowing oil, reducing wear and tear on your engine. At first, the main difference between the two was the EP additives comprising of phosphorus and sulfur compounds which will corrode metals like copper and bronze. http://lowfareairportcars.co.uk/home/saktc6/public_html/adminpanel/uploads/imagefile/canon-eos-20d-manual-free-download.xml

- **95 jeep wrangler manual transmission fluid, 1995 jeep wrangler manual transmission fluid, 1995 jeep wrangler manual transmission fluid type, 95 jeep wrangler automatic transmission fluid, 1995 jeep wrangler manual transmission fluid check, 1995 jeep yj manual transmission fluid, 1995 jeep wrangler automatic transmission fluid, 1995 jeep wrangler automatic transmission fluid type, 1.0.**

Needless to say, as much as a better lubricant is good for your trans, the EP additives will eat synchronizers. Nowadays, the main differences between GL3, GL4, and GL5 are pressure additives. These pressure additives handle closer tolerances between gears, but the issue this can cause is the additives are more durable than the gears themselves, slowly chipping away at the metals. If you see a GL4 bottle that's also rated for GL3, this means it doesn't have a worrying amount of additives. If it's a GL4 bottle without the GL3 rating, don't use it in a transmission calling for GL3. I found exactly what I was after. I thought that it was very nice to see free shipping offered for my offer. I made my choice because other customer reviews were positive and your own video reviews were also helpful while making my choice. That Jeep was the first vehicle that I felt free in. There is absolutely nothing on the road that is like it except for another Jeep. I love the family associated with the Jeep community and the aftermarket options. Tacoma, Tacoma SR, Tacoma SR5, Toyota Racing Development TRD, and Tacoma Limited are registered trademarks of Toyota Motor Corporation. ExtremeTerrain has no affiliation with Chrysler Group LLC. Throughout our website and catalogs these terms are used for identification purposes only. ExtremeTerrain provides Jeep and Toyota enthusiasts with the opportunity to buy the best Jeep Wrangler and Toyota Tacoma parts at one trustworthy location. Read our Privacy Policy. You could always try reading the FAQ though. Edit

Haha, beat me to it. Finished engine rebuild. Runs beautifully. Probably switch to 10w30 next change. Please enter your desired user name, your email address and other required details in the form below. Note that passwords are casesensitive. Click here for. However, checking the transmission fluid in your Jeep Wrangler is an essential part of proper maintenance. <http://9ja-bet.com/userfiles/canon-eos-20d-manual-pdf.xml>

If you let the transmission fluid in your vehicle get too low, it can cause major damage and could potentially result in a ruined transmission. Follow these steps to make sure your transmission fluid is at the proper level. How to Check the Fluid in a Jeep Wrangler with a Manual Transmission Step 1 Crawl under your Jeep Wrangler and locate the transmission. You'll find a bolt about midway up on the transmission. Step 2 Choose the openend box wrench that fits that bolt and take the bolt out. Step 3 After you remove the bolt, fluid may come out of the hole where the bolt was located. This, of course, indicates that the fluid is full. Step 4 If no fluid comes out after you take out the bolt, put your pinky finger in the hole and extend it downward. If the fluid is at the correct level, you should be able to touch it with your pinky. Step 5 If your transmission is low on fluid, you need to add more. New transmission fluid is available at any auto parts store. If your transmission is extremely low on fluid or completely out, it needs to be serviced immediately. A transmission service technician will drain and replace the transmission fluid. Tip While you are under your Jeep Wrangler, its a good time to check for other leaks, such as oil leaks or fluid escaping from the differential or the transfer case. If you take your Jeep in regularly to have the oil changed, you can also have the service technician check the transmission fluid levels for you. Warning Check the fluid in your Jeep Wrangler manual transmission every 3,000 miles. Items you will need Set of openend box wrenches 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 How to Check the Transmission Fluid. How to Change the Transmission Fluid on.

What Kind of Transmission Fluid Does a. How to Change the Transmission Fluid in. How Do I Check Transmission Fluid in a. How to Check Transmission Fluid on a. How to Change the Transmission Fluid in. How to Check Transmission Fluid in a. You no longer need to do a tuneup every six months or change the oil every three months, but regular service and checkups are still essential to your vehicle's longevity. What follows is our quick reference guide for the modern Jeep Wrangler YJ 198795, TJ 19962006, and JK 20072017 with various gasoline 4 cylinder, 6 cylinder and V6 engines, taken directly from Haynes manual 5 0030. If you need more guidance, or even step by step instructions and a video demonstration, get the online manual, or our traditional printed manual. After overhaul, when filling the transmission from "dry," the capacity will be much higher. Add as necessary to bring to appropriate level. Add as necessary to bring to appropriate level. Add as necessary to bring to appropriate level. These are our recommended minimum maintenance intervals for vehicles that are driven daily, and in many cases are shorter than the factory's recommendations. Because frequent maintenance enhances the efficiency, performance and resale value of your Jeep, we encourage you to follow our schedule. If you drive in dusty areas, tow a trailer, idle or drive at low speeds for extended periods, or drive for short periods less than four miles at a time in below freezing temperatures, even smaller intervals are recommended. In many cases the initial maintenance check is done by the dealer at no cost check with the service department when you buy the truck for more information. Severe conditions include the following. Please upgrade your browser or activate Google Chrome Frame to improve your experience. Original OEM. Part number i. Fits Cherokee XJs 8401 with AW4 tnamis. Comes with the. Rubber on boot has no tears. F. This was removed from a running and driving Jeep.

<http://gbb.global/blog/3rz-fe-engine-manual>

Fits Wrangler TJs 9704. Part numb. Very nice shape, unbe. Tested thoroughly. Shifted smoothly

between g. Top piece only. Fits all 4 Cylinder. Rubber has no rips. This will fit all a. Comes with the torque convertor. This h. Thoroughly tested. No rips and rubber is pliable. Fits Wrangle. Rubber is pliable. All transmissions are opened up, thoroughly inspecte. Very good shape. Fits all 6 cylinder, standard. Will fit on AX5 and. Fits with all 5speed transmissions on Wranglers 9702, in. Great shape. This part ships for. Fits 6 cylinder Wrangler YJs. No packaging. Part number is 643702. For T90 tran. Works perfectly. Part n. Part number is 52058546. Fits 6 cylinde. Has surface rust throughout, but is solid and not rotte. Great Shape. 32 Teeth. Part number is 3741458. Very good shape. Fits all 6 cylinder, standard. Very good shape. Fits all 6 cylinder, standard. Very good shape. Fits all 6 cylinder, standard. Very good shape. Fits all 4 cylinder, 5 speed W. Fits all Jeep AX15 Transmissions, ty. Fits 1997 Cherokee XJs only. Fits all Jeep AX15 Transmissi. All transmissions are taken apart, thoroughly in. Transfer case was taken out of a 19. It has a 10 spline input, 23. Fits all automatic Grand Cherokee ZJs. Fits with all 5speed transmissions on Cherokee XJs 9701, inclu. Works perfectly. Fits Liberty KJs. This is an awesome. This is an awesome. Fit manual Wrangler. Fits manual Wrangler YJs 8795. Has surface rust, but solid for us. Compatible with 6 and 8 cylin. Fits CJs and FSJs 7078 with 6 and. Fits 2.5 CJs. Fits 6 cylinder Cherokee XJs. Fits all Cherokee XJs 8701 wi. Part number is. Fits Wrangler YJs 8795 with manual tra. No rips, although it does show typ. No rips, although it does show typical s. Fits 4 cylinder, manual Cherokee. Fits 4 cylinder, manual Wrangler. All transmissions are opened up, thoroughly inspecte. Stored in pl. Overall good used condition,. Original Mopar part, although packaging. OEM factory part that is new, although packaging sho.

<https://ggccnet.com/images/briot-6000-manual.pdf>

Very good used condition. Fits Wra. Very good used condition. Fits Wra. Part number is 8126874. Crown Automotive part number is 83500970. Part is n. No box as it was too deteriorated to save. OEM from dealer. Part n. Part number is Crown Automotive 640422.. No packaging. Part number is 940735. For T85 transmissions. It is OEM and the part number i. Part number is 991059. Part is new, but box shows. OEM part number is 8132662. Part is new, but box sh. Crown Automotive part number is 8132662. Part is n. This is a Crown part that has never been installe. This is an OEM part that has never been installed, but. Shaft is never used, but packaging shows wear from si. New part, but box shows signs of age from storage. Has never been installed, but box shows signs of. Part number is 8124929. Part number is 8134586. OEM. Part number is Came stock with F4 Hurricane motor in Willys Jeeps. Came stock with F4 Hurricane motor in Wi. Part is new, but box shows signs of age. Crown part numbe. Crown part number is 8136623. Fits a. It is OEM and part number is 932403. Brand new. OEM part number 8134429. S. It is OEM Jeep AMC and the part number. Crown Automotive part number is 991059. Part is n. Part number is 906201 and it is stamped T. Part number is 8133855. Brand new gears, but. Gear is never installed, but box shows signif. Gear is new, box has been sitting and is ripped, but well. Part number is 640420. Shaft is new bu. New old stock from Crown Automotive. Has never been used, but. New, but box shows signs of age from sitting. Part number. Came stock with F4 Hurricane motor in Willys Jeeps. This is new from factory and never installed, but t. This is a new part, but bo. New old stock. The seals have not been used, but box shows signs of. It is Crown Automotive and the part nu. It is OEM Jeep AMC and the part num. It is OEM Jeep AMC and the part number. It is OEM Jeep AMC and the part n. It is Crown Automotive and the part number is 932448.. It is Crown Automotive and the.

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It is Crown Automotive an. It is a Crown Automotive part and t. Part number is 4864216. Fits 4 cylinder, 5s. Part number is 4864216. Fits 4 cylinder, 5s. Was removed from a running and driving C. Works perfectly. Part number is 52. Fits all 4 cylinder, manual Cherokee XJs. Fits all 4 cylinder, manual Wrangler YJs. Fits Cherokee XJs 8496. Part number is 52104142. Fits Wrangler TJs. Fits all CJs 7686 with manual transmission. Part number is 52058618. Fits 4 cylinder. Part number is 52078576. Fits TJ Wrangle. Part number is 52107555. Fits Liberty KJs and KK. Part number is

52107555. Fits Grand Cherokee ZJs. Part number is 52107555. Fits Cherokee XJs 9401. Part number is 52107555. Fits Wranglers 19942018. Fits all CJs with manual transmission 7686. Fits CJs with T176 and T177 4. Great Shape. 25 Teeth. Great Shape. 32 Teeth. Part number is 56027905. Part number is 56027905. Part number is 56027905. For CJs with T4 or T5 transmission. For CJs with T4 or T5 transmission. For CJs with T4 or T5 transmission. For CJs with T5 transmission. Part number is 1351027901. Part number is 1301027907. Part number is 53006. Part number is 53006. Part number is 2603001. Fits all 4 cylinder, 5speed Cherok. Fits all 4 cylinder, 5. Fits all 4 cylinder, 5speed C. Fits all 4 cylinder, 5speed Wr. Fits all 4 cylinder, 5speed Cherokee XJ. Fits all 4 cylinder, 5speed Wranglers 8702. Fits all 4 cylinder, 5speed Cherokee XJs 8601. Fits all 4 cylinder, 5speed Wranglers 8702. Fits all 4 cylinder, 5speed Cherokee XJs 8601. Fits all 4 cylinder, 5spe. Fits all 4 cylinder, 5speed Cherok. Top piece only. Fits all 4 Cylinder. Very good shape. Fits all 4 cylinder, 5 speed C. Very good shape. Fits all 4 cylinder, 5 speed C. Very good shape. Fits all 4 cylinder Wrangler Y. Fits all 4 cylinder, 5speed Wranglers 8702. Fits all 4 cylinder, 5speed Cherokee XJs 86. Fits all 4 cylinder, 5spe. Fits all 4 cylinder, 5speed C. Fits all 4 cylinder, 5speed Wranglers 8702. Fits all 4 cylinder, 5speed Wranglers 8702.

Fits all 4 cylinder, 5speed Cherokee XJs 8601. Fits all 4 cylinder, 5speed Cherokee XJs 8601. Fits all 4 cylinder, 5speed Wranglers 9702. Fits all 4 cylinder, 5speed Wran. Includes all 4 needed. Fits all 4 cylinder,. Includes all 4 needed. Fits all 4. Fits all 4 cylinder, 5speed Cherokee XJs 8601. Fits all 4 cylinder, 5speed Wranglers 8702. Fits all 4 cylinder, 5speed Cherokee XJs 8401. Fits all 4 cylinder, 5speed Wranglers 8702. Includes two 2. Fits all 4 cylinder, 5spe. Includes two 2. Fits all 4 cylinder, 5spe. Fits all 4 cylinder, 5speed Wranglers 8702. Fits all 4 cylinder, 5speed Cherokee XJs 8601. Fits all 4 cylinder, 5speed Cherokee XJs 8601. Fits all 4 cylinder, 5speed Wranglers 8702. Will fit on AX5. Will fit on AX5 and AX15. Will fit on AX5 and AX15 bel. Fit 9195 Wrangler YJs. Fits all Jeep AX15 Transmissions, typ. Fits all Jeep AX15 Transmissions, typica. Fits all Jeep. Fits all Jeep AX15. Fits all Jeep AX15 Tr. Fits all Jeep AX15 Transmissions. Fits all Jeep AX15 Transmissi. Fits all Jeep AX15 Transmissions, typically f. Fits all Jeep AX15 Transmissions, typically foun. Fits all Jeep AX15 Transmissions, typically fou. Fits all Jeep AX15 Transmissions, typically. Fits all Jeep AX15 Transmissions, typically f. Fits all Jeep AX15 Transmissions, typically foun. Fits all Jeep AX15 Transmis. Fits all Jeep AX15 Trans. Fits all Jeep AX15 Transmissions,. Fits all Jeep AX15 Transmissions, typ. Fits all Jeep AX15 Transmissio. Fits all Jeep AX15 Transmis. Fits all Jeep AX15 Transmissions, typic. Fits all Jeep AX15 Transmissions, typically f. Fits all Jeep AX15 Transmissions, typically foun. Fits all Jeep AX15 Transmissions, typic. Fits all Jeep AX15 Transmissions, typ. Fits all Jeep AX15 Transmissions. Fits all Jeep AX15 Transmissions, t. Fits all Jeep AX15. Fits all Jeep AX15 Tra. Fits all Jeep AX15 Transmissions, typically f. Fits all Jeep AX15 Transmissions, typically foun. Fits all Jeep AX15 Transmissions. Gildane Ultra Cotton Shirt, preshrunk and comfy.

No signs of wear or d. No signs of w. Very good condition. Please note, it. Bumper to bumper, we've got the parts you need, when you need them. All JEEP trademarks used herein are owned by FCA US LLC and are used only to identify a particular vehicle and the parts thereof. Satisfaction guaranteed. 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 have never worked on it, and he admits that the only thing he remembers having done are oil and filter changes over the years. He also says he lost 5th gear about 10 years ago, but never had it looked at for repair. Besides over sized wheels and tires, a lift kit and some aftermarket shocks, its pretty much stock still. Anyways, I plan to work on it with him the next couple of days to change out all the fluids as a minimum coolant, diffs, tcase, tranny, brakes, clutch, etc.. He said he had the engine oil and filter changed as well as the spark plugs before coming to visit. Although Im not mechanically inclined, I do some of the work mostly fluids on other vehicles Tundra, RAV4, S2000, and an Avalanche. The owners manual is pretty good with illustrations, fluid recommendations and torque settings, but doesnt say what tools are required. So, if anyone has any experience with this vehicle

that can mention what tools I'll need for the engine block coolant plug, tranny plugs manual, diffs and tcase plugs, that would be much appreciated before I lift it and find out I don't have what I need. I do have a torque wrench though. Also, what is a good Mopar coolant equivalent that I might find at an auto parts store I plan to stay with conventional lubricants for the most part, but was wondering if this rear diff needs LSD additive. The owners manual doesn't state so. This seems unusual. Is it legitimate? One other thing that the manual says to do seems weird. Replace the ignition wires every 30K miles.

What's up with that? Any help in these or any other areas before I tackle this job would be greatly appreciated! Thanks. Maybe that's what's wrong with his 5th gear! I have some AMSOIL MTF on hand. Do you think that would work well? Although the entire drivetrain is from something else, the engine is still a 2.5L out of a 95. Swapping the fluids on everything should be pretty easy. For the coolant, just open the cap and remove the lower radiator hose. The last time I changed coolant, I swapped the water pump, so I never pulled the block plug. I use the old green stuff and never had a problem. Everything is clean inside. I can't remember the plug location for the AX5 tranny, as I haven't run it in over 10 years. Make sure you use a GL4 fluid though. Actually, I've had great luck with Coastal GL3, GL4, GL5 rated gear oil from Advance Auto. It doesn't appear to use as much sulphur as a regular GL5 only oil. The AX5 is a pretty weak transmission and 5th gear is typically the first to go. I use Mobil 1 multi vehicle syn ATF. The axles use standard GL5 80W90 gear oil. I fill my diffs to the bottom of the drain plug. When you pull the rear cover, you'll know it has a limited slip. I doubt it does. That's what I would do, especially if he goes off road and they get wet. If he does go off road, make sure he buys a spare set of axle shafts. The rear Dana 35c clip shafts typically break when they look at a big rock. The manual states 75W90 GL5, which made me wonder. Maybe that's what's wrong with his 5th gear! Some guys I know run MT90 or Pennzoil Synchronesh in their AX15s with good results. Your son's AX5 lost 5th gear because it's an AX5. It's just a weak tranny all around. He bought this Jeep when he graduated from college and for some reason has sentimental attachment. He has a Porsche Carrera and a MB E320 that are mothballed until he overcomes his unemployed status. I'm glad he didn't bring one of those for me to work on!

I'll try to find some GL4 75W90 for the tranny if you think the AMSOIL MTF is too light for it. Do the differential face plates use gaskets or RTV? Your son's AX5 lost 5th gear because it's an AX5. It's just a weak tranny all around. You pretty much had to keep the go pedal matted to somewhat maintain speed. I bought it used with 7Kmi. Joel Do the differential face plates use gaskets or RTV. RTV is fine. It's all I ever use. That's assuming I can get them off! I looked at the clutch slave and can't see a bleeder valve at least that I can recognize. The only thing I see is an Allen wrench type set screw underneath the valve. Is that it? Thanks. By continuing to use the website, you agree to the use of cookies. Further information on cookies can be found in our privacy policy. Please activate JavaScript to have access to all shop functions and all shop content. Required per 4th Gear Synchronizer Gear Bearing AX15 manual Transmission 8895 Gear Bearing AX15 manual Transmission 8895 Required per 4th Gear Synchronizer Gear Bearing AX15 manual Transmission 8895 Gear Thrust Washer AX15 manual Transmission 8795 Gear AX15 manual Transmission 8895 Gear AX15 manual Transmission 8892 Gear Bearing AX15 manual Transmission 8895 Flywheel for manual Transmission LUK 8287 Visit now. It's only year in the ZJ Grand Cherokee was 1993, and only with the six cylinder. The AX15 is also found in Dakota trucks and is closely related to the Toyota R154 as found in the Supra Turbo, though the case rear halves and gear ratios vary. It is also related to or referred to as the AN5, AR5, MA5 in GM and Isuzu applications. The AX15 is fully synchronized in all gears. All gears are helically cut. Identification. It features a cast aluminum case with a cast aluminum midplate. The case is generously ribbed and features the shifter in the rear quarter of the assembly. In the vein of newer transmissions, the AX15 uses dowel pins for bellhousing alignment. In 1994, a more conventional slave cylinder and crossarm were used.

Transfer Case Compatibility This prevents bottoming of the input gear in the spline leadouts of the AX15s mainshaft. The bellhousing patterns and spline counts between these similar appearing transmissions are deceptively close, but not compatible. You may also find the following articles of interest. A turnkey, factory new, AX15, professionally adapted optionally and delivered to your door ready for a variety of engines and Jeep transfer cases. Read more. This fluid is essentially obsolete; superseded by GL4, then GL5. However, many GL5 fluids have friction modifiers that are not compatible with synchronizers, so make sure to check for compatibility. They are generally regarded as the best fivespeed transmission ever installed into a Jeep. They are an excellent gearbox, and remain in production by AisinWarner and are available from Novak, new, in their most improved version. By the late YJ Wrangler era 1993-95, the transmission and clutch platform for YJ models took an identical form to the TJ Wrangler models that followed in 1997. The clutch linkage type, clutch and release bearing layouts and even the specific manual transmission offerings were established during the YJ Wrangler years. Similarly, 3speed automatic transmissions that were popular during the 1987-95 years carried forward into the TJ Wrangler models. These CJ systems relied upon a conventional clutch linkage layout, using a traditional release arm with an externally mounted slave cylinder. A master cylinder at the firewall provided the hydraulic force. A pushrod link from the clutch pedal delivered pressure to the master cylinder apply piston. The linkage at the clutch and clutch housing, however, changed abruptly in 1987 with the introduction of the YJ Wrangler model. A pivottype release arm and familiar, fullymechanical release bearing returned. The slave cylinder moved outside the clutch housing and became an easily accessed and serviced unit.

In fact, the entire hydraulic linkage system can be readily replaced without disturbing the transfer case, drivelines, transmission or clutch. In the field, you could perform such repairs with minimal tools and resources. Beginning in 1993, the YJ Wrangler clutch linkage switches to the "external slave cylinder" design, a proven and readily serviceable system. This will accommodate the external slave cylinder used with a 1993up YJ and the TJ clutch housings. The transmission requires a new iron front bearing retainer to accommodate the release bearing design. See new bearing retainer in the assembly of the AX15 transmission. The slave cylinder mounts outboard of the clutch housing, easily accessible and simple to remove and replace. Note the pushrod—this part engages the crosstype mechanical release arm at a point opposite the pivot stud. The NV3550 clutch housing will interchange with the AX15 clutch housing. When mating the AX15 housing to the later NV3550 transmission, there is a need to diegrind a small area of interfering material from the AX15 housing. This common pattern increases the clutch housing options for installing either of these transmissions behind an inline 4.2L or 4.0L Jeep six. Similarly, the AX15 or NV3550 can even mate to a Jeep 2.5L four using 1990s Dodge Dakota 2.5L fourcylinder components. The Dakota uses an AX15 for several years. The partnership of AMC and Renault had produced a variety of innovative products, and parts from Europe found their way into the Jeep Corporation products. Classified as a lightduty transmission, engineered for a vehicle in the YJ Wrangler's weight and load class, the Peugeot transmission has provided good service and even proved a candidate for lighter output V8 engine transplants. Such swaps entail clutch housing and clutch linkage changes, making this prospect a fullon factory parts "swap" before the project ends. During 1989 production, the Aisin AX15 came on line.

Built in Japan, the Aisin "AX" transmissions are actually quite durable. They readily match the performance demands of their assigned YJ and TJ Wrangler models. The AX15 would fit the traditional "lightduty truck" transmission category. As you will discover in the AX15 rebuilding process, this is a very rugged transmission and should hold up well even with horsepower in the 250-300 range—assuming the transmission is in good condition or rebuilt. I am very impressed with the AX15's use of caged needle roller bearings, heavy roller and ball bearings, and its close, selective fit tolerances. Good gear stamina is obvious. Unless you have the need for a retrofit and massive NV4500 truck transmission, the AX15 gearbox will work well for a long time! This is also a

rugged, lightduty truck type, comparable to the AX15. The NV3500, a similar design, has served in the Dodge Dakota pickup and similar industry applications. Used behind the 4.0L Jeep engine, the NV3550 will hold up well and also tolerate larger output engine swaps. I would trust this unit, if in good condition or rebuilt, behind a 250300 horsepower smallblock V8. These illustrations will help sort out the differences between the units. The AX5 uses an iron plate here. Hydraulic pieces are much like a brake system, with a master cylinder and pipes. Fluid is brake type. I use DOT4 type compatible with factory recommended DOT3 type to resist engine and clutch heat. Recommended DOT3 will work. Massive, with huge gear sets, these units have found their way into YJ and TJ Wrangler models as the ultimate torque monster. The later, more common units boast a 5.611 first gear plus a 27% overdrive fifth. If you want to perform this swap, refer to that book or an Advance Adapters catalog covering the Jeep transmission swaps. Advance Adapters provides the conversion pieces—and even the transmission—for this swap. The AX15 or NV3550 is ample for the weight, horsepower and requirements of most YJ or TJ Wranglers.

Although the first gear ratio is not as low as the NV4500, the AX15 or NV3550 provides smoother shifting and closer gear ratio spacing than the heavyduty NV4500. For better backcountry crawl ratios, the trend is now toward transfer cases with lower gearing in low range mode, ratios ranging from the TJ Rubicon's 41 RockTrac to Advance Adapters' Atlas II transfer cases—available in 3.81, 4.31 and 5.01 ratio. The NV3550, NV1500 and NSG370 units have good warranty records to date. This can be done with the use of a 1990s 2.5L Dodge Dakota fourcylinder clutch housing and clutch linkage components. You must use a 23spline transfer case input gear on the NP231 that matches the transmission's spline count and also the output stickout length. I do not include the rebuild of the AX5 unit in this book, although the principles involved in AX15 transmission work will prove helpful. This will solve the stickout length and spline count issues. Consult the Advance Adapters catalog for these components or NV4500 transmission swap pieces. The article is available solely at the 4WD Mechanix Magazine website and can be viewed here as often as you like. If you wish to share the article with friends or professional colleagues, please refer them to 4WD Mechanix Magazine website www.4WDmechanix.com. As copyrighted material, this article and the photography cannot be copied or distributed in any other form.—Moses Ludel This includes photo images, videos, text, logos and graphics. PDF downloads are available solely for personal use by viewers. Other materials are available only with written permission. When describing content, please refer others to the website pages for viewing. All Rights Reserved.

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