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UNIT INSTALLATION AND TROUBLE SHOOTING GUIDE

Ford Mazda built M5R1 and M5R2 5 speed transmissions

These units are supplied with shift covers and the short stub shifter. Do not change covers or sticks to use your old one. The covers and sticks are matched to each other and you will run into shift problems if you change the cover and you will VOID your warranty.

If your cover was a 2 switch cover and the unit you receive has one switch, use and tie the old harness out of the way. The second switch was a Neutral switch which Ford has discontinued. This switch is not functional, will not affect the computer, and will not set codes.

Use care when installing 2 Wheel Drive units not to damage the rear seal when installing the drive shaft yoke. Lubricate the yoke and carefully twist while pushing in to avoid damage to the internal seal lip. These seals have an outer dust boot and inner sealing lips that are hidden from sight during drive shaft installation. Rolled or damaged seals are the single largest reason for 2 WD units running out of oil and failing the input and cluster gears. This is an installation error and will not be covered under warranty.

Hard shifting after installation: A common problem caused by poor clutch release due to air in the hydraulic system. Power bleed the system from the slave cylinder up to the master using a Phoenix Systems Power Bleeder. On Ranger and Explorer models it will be necessary to jack the vehicle from the back or front to get the master cylinder fluid reservoir level.

Fill these units with RSG400+ fluid and change fluid every 12,000 miles for maximum durability.