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UNIT INSTALLATION AND TROUBLE SHOOTING GUIDE

AX5 AND AX15 TRANSMISSIONS

Shipping related problems: We ship these units shifted into reverse gear. Before installing the shift tower, move the main shift selector into neutral and turn the input shaft while holding the output shaft to make sure the unit is in neutral. If the unit is not in neutral the reverse rail has moved forward due to rough handling by the freight companies. Remove the back up light switch and with a flat blade screw driver, move the reverse rail toward the back of the case. Always shift the unit through all ranges on the bench before installation. Occasionally also due to shipping, the 4th gear synchro ring may stick on the input. To free this up use 2 pliers to turn the input shaft and output shaft in opposite directions and the ring will release. Use care not to damage the shaft splines.

Hard or stiff shift 1st or 2nd gear and grinding in reverse is caused by insufficient clutch release. Bleed the hydraulic system properly getting rid of all air in the system.

These units are remanufactured with new OEM synchronizer rings. It is typical that they will require more shift effort than a used transmission. The rings will break in within the first 100 miles of use.

Modified vehicles-Many of the vehicles that this unit is installed in have been modified by the owner with lift kits and/or oversize wheels and tires and the differential ratios were left stock. These modifications will cause the transmission to fail prematurely if the differential ratios are not changed to match the larger tire and wheel sizes. Be sure to make your customer aware of this so that you do not face a warranty denial in the future.

These units should be filled with RSG150 Fluid (synchromesh fluid) only. Never use 90 weight gear oil in these units as they will be hard to shift. Recommend to your customer to change the oil every 12,000 mile for maximum transmission life.