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- **1993 jeep wrangler manual transmission fluid type, 1993 jeep cherokee manual transmission fluid, 1993 jeep wrangler manual transmission fluid change, 93 jeep cherokee automatic transmission fluid, 1993 jeep wrangler automatic transmission fluid, 93 jeep manual transmission fluid, 93 jeep manual transmission fluid level, 93 jeep manual transmission fluid system, 93 jeep manual transmission fluid problems, 93 jeep manual transmission fluid chart.**

Its better to prevent issues from arising then 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. 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 thats also rated for GL3, this means it doesnt have a worrying amount of additives. If its a GL4 bottle without the GL3 rating, dont use it in a transmission calling for GL3. And I ended up finding SO much cool gear for my Jeep. The site was easy to navigate, and has really

cool stuff. I am excited to be a new Jeep owner. When the time came for me to get a vehicle, I picked up an old Cherokee. I still have that old Jeep strictly for offroading, but after a few. 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. <http://glamweddingdesign.com/userfiles/canon-8820-fax-manual.xml>

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. However, checking the transmission fluid in your Jeep Wrangler is an essential part of proper maintenance. 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, it's 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. How good are they Our synthetic motor oils blow the doors off the highest industry standards. Whether it's extreme temperatures, long commutes, towing, hauling, the added stress of a turbocharger or you're simply extending the time between oil changes, our motor oils will keep your 1993 JEEP WRANGLER protected. Also, check out our customer reviews on amsoil.com to make the best choice for your JEEP WRANGLER. Hear from more than 6,000 customers who have experienced AMSOIL lubricants. AMSOIL transmission fluids offer the best protection for your WRANGLER, even in the most severe driving conditions. Protect your vehicle's transmission from wear, sludge and temperaturerelated problems and drive with confidence. Becoming a Preferred Customer earns you savings, points on purchases and more. Simply shop amsoil.com and add a P.C. membership to your cart before checking out. You will receive an immediate savings on products for your 1993 JEEP WRANGLER. Find a nearby Independent AMSOIL Dealer or retailer using the AMSOIL Locator. Always compare fluids and lubricants that were installed in the vehicle with those replacing them during service. Never install more fluid or lubricant than what is considered adequate according to gradients on dipstick or level of filler hole.

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Fill and drain locations are for reference only. Failure to perform adequate inspections or obtain

proper resolution will limit or negate any liability toward AMSOIL INC. Models introduced midyear may not have the same specifications as those produced earlier. To start viewing messages, So I'm starting a new series of writeups for basic maintenance type stuff, that every Jeep owner can do. Did you know your manual transmission fluid should be changed every 18,000 miles. You should also check the fluid for water contamination after each wheeling trip. Changing the fluid is pretty simple really. These are pictures of my AX15, the drain plug is on the passenger side, as shown. Be ready to move the drain pan when you remove the plug, the fluid can really come out pretty quickly at first. Also notice the end of the drain plug has a magnet on it, and it will have some metal shavings on it, be sure to clean these off. After all the fluid has drained, put the drain plug back in, it's not a lug nut, it doesn't have to be super tight, just snug it up. Time to fill it, and you have two choices. One is remove the fill plug, and get the bottle in the fill hole, or the second choice is to pull the shifter. Now you have two choices for filling the transmission Use the fill hole. Pull the shifter. Fill Hole The fill hole is on the driver side, about mid way up the transmission on my AX15 Just fill the transmission up until fluid comes back out the hole, then put the plug back in. As with the drain plug, this doesn't need to be super tight, just snug. For proper fluid type, refer to the FAQ Fluid Capacities. Now my AX15 calls for a 75w90 gear oil, in the past I used 80w90 as it is cheaper and easier to find. However I've started using a Synchronesh type fluid, and I will never go back to gear oil. My AX15 shifts 100 times smoother with Synchronesh, and it no longer grinds when I try and downshift, the Synchronesh is well worth the little extra money.

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I was lucky enough to get my hands on some BG Products Synchro Shift II. Mostly what you will find in the stores is Penzoils Synchronesh. Back to top On YJs there is a jamb nut under the shift knob, as shown the picture below. On TJs, there is a nut underneath the shift pattern. However because of the center console on a TJ, it's probably easier to use the fill hole. Once you have the shift knobs and shift boot remove, pull the rubber dust boot upwards, that is visible at the bottom of the shifter. Under this rubber boot is a metal quick release ring pictured below, push down on it and turn it counterclockwise to remove it. It will raise upwards when you have it unlocked. After it is unlocked, the shifter will just pull out. Here you can see the tabs the quick release locks onto. For proper fluid type, refer to the FAQ Fluid Capacities. Now my AX15 calls for a 75w90 gear oil, in the past I used 80w90 as it is cheaper and easier to find. However I've started using a Synchronesh type fluid, and I will never go back to gear oil. My AX15 shifts 100 times smoother with Synchronesh, and it no longer grinds when I try and downshift, the Synchronesh is well worth the little extra money. I was lucky enough to get my hands on some BG Products Synchro Shift II. Mostly what you will find in the stores is Penzoils Synchronesh. I just pour 3.5 quarts in the top of the shifter tower, if you are afraid of overfilling it, just remove the fill plug and leave the drain pan under there. If you are just using the fill plug, just simply fill it up till fluid comes back out the fill hole. Once you have 3.5 quarts or however much fluid your transmission holds back in the transmission put the shifter back in. The lock ring push down and turns clockwise to lock back in. Back to top I could smear drawings on my windshield with my finger if I wanted... kinda like a caveman... I'll have to try that BG Products Synchro Shift II. That should work in my AX 5 manual right.

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Synchronesh will work in it too though. I know Synchronesh has made a huge difference in my transmission. 2nd gear no longer grinds, and I can shift into 3rd and 5th without bulky feeling as well. It also is good in cold weather, nice and smooth, doesn't matter how cold it is. My AX15 will NEVER, under any circumstances, downshift into 3rd gear without grinding. This is now on my official todo list! Thanks! I'll try the 7590 or the Syncro mesh II. As always thanks. I bought a hand held pump from Harbor Freight. I've had it for some time, so I don't remember what it cost not much though. I have found it invaluable for refilling diffs, trannies and Tcases. You just stick the suction

tube into the bottle or jug and the other tube into the fill hole and pump. I've even used it to suck gasoline out of my tank when my lawn mower ran out, and to add ATF when I didn't have a transmission funnel. If so, how often should that be changed. Also, how about the schedule on the front and rear ends? If so, how often should that be changed? As for the axles, Jeep recommends every 12,000 miles, but as with everything, you should check the fluid after every wheeling trip. Also check out FAQ Maintenance Intervals. How do I check my transmission fluid levels and what other lubricants do I change for the vehicle's maintenance? Seeing that you have a 4-banger and it is a 93 that would mean you have the AX5 manual trans. Your axles are Dana 30 front, Dana 35 rear. Both are 4.10 gearing. Your TC case is a NP231. You need to take the fill plug out to check the fluid. As far as what fluids to change for maintenance, I would change them all being that it is new to you. You currently have 0 posts. Congenital Heart Disease is a reality for me, BOTH of my children have it. You currently have 0 posts. To view links or images in signatures your post count must be 10 or greater. You currently have 0 posts. You currently have 0 posts. Congenital Heart Disease is a reality for me, BOTH of my children have it.

You currently have 0 posts. Congenital Heart Disease is a reality for me, BOTH of my children have it. You currently have 0 posts. You should try Pirate 4x4 they will be happy to help you. Please enter your desired user name, your email address and other required details in the form below. Note that passwords are case sensitive. Click here for. My solution so far is a product called MT90 made by REDLINE. This is a gear oil that is rated GL4 and is 75W90 gear oil. What I am concerned about is the sulphur content in the GL4. So what I am looking for is a 75W90 gear oil with low to no sulphur content but also is not going to be too slippery for synchro contact. There is also rumour that Mopar has designated 10W30 as the replacement for the 75W90 GL3. What do you think I took that photo in 2004, and the oil was still available at that time. If you hit the wall, ask here again, and I will furnish part numbers for the original Mopar lube. Too much lubricity in the lube, the synchro rings will not brake against the gear hubs—and there will be clash on shifts. Too little lubricity is also an issue, the unit will run hot, damage bearings and fail. If you do use that lube, make sure there is no clash and that synchros shift okay when cold—or hot. Mopar's 75W90 synthetic gear and axle lube sounds more than adequate, but only if the synchros like it. My concern would be the braking action of the synchro rings when cold or hot.—Moses Can you find the original part number for the AX15 lube. I will see what the dealer superseded it with. Thanks! My old transmission has the older style gear oil in it now 75W 90, and as Mr. Ludel was alluding, there can be problems with too much lubricity. I know of guys who run Royal Purple in their transmissions, and some who swear by the heavier Redline. Hope this has been of help! The manual transmission fluid 4897622aa for the AX15 has been superseded to 4761839ad of which 10W30 oil. Does this make any sense. Help needed!

A motor oil is not an EP oil. I have heard of motor oil variations for manual transmissions, but this is really a stretch. I would take your thoughts and the experience of Pete H. and try the Redline. Follow my caveats about the Redline or any other oils regarding lubricity and synchro ring action. My direction is towards Redline. Thanks once again! I was incredulous, to say the least. I know that the AX 15 and its mates are no Muncie rock crushers, but the shear protection of 10w30 sounds, well, inadequate under load. Also, as was mentioned earlier, the AX15 stock synchros tend to be, er, touchy. Thank God they are not as bad as the Peugeot!. The first and second in my experience tend to have problems with hard shifting when cold and the transmission has a few miles behind it. I reckon it's a fault with the AX 15 that was easier to mask by superseding the old gear oil with the new spec. Some I know folks do run the 10w30 in their tranny to ease the problem, and change the oil as if it were in their crankcase, on the order of every few thousand miles. Jeep and Toyota generously supplied period OEM books for my Bentley Publishers ventures. Toyota recommends API GL4 or GL5 and a 75W90 rating for the transmission lubricant. Given that Toyota has produced far more trucks with Aisin transmissions than Jeep, let's consider this insight useful. As for which GL4 or GL5 75W90 oil to use, I believe this comes down to lubricity. Lo and behold, I received a nice letter,

tactful and diplomatic, from a Toyota truck owner. This was around 1988-89. He shared that when trying Mobil synthetic gear lube in his transmission, the unit developed clash on shifting. Ask Redline to be sure. There is so much buzz about AX transmission lubes that Redline should have this down by now. Also, Amsoil has a tech line, you might compare viewpoints. So having the right gear for any situation can be just as important as your driving skill. Quadratec, Inc, has no affiliation with FCA.

Its only year in the ZJ Grand Cherokee was 1993, and only with the sixcylinder. 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 castaluminum 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. It is a NP231 and your axles are Dana 30 in the front and Dana 35 in the rear. They should have a 4.10 gear ratio due to you having a 2.5 liter 4 cylinder.

I hope this helps, map6260 This hole is on the rightWhen you remove theReplace the plugIf lubricant does not run outAllow all theReplace the case withAll manual transmissions use SAE 75W90 APITighten the fill hole plug to 27 ft.Login to post This hole is on the rightWhen you remove theReplace the plugIf lubricant does not run outAllow all theReplace the case withAll manual transmissions use SAE 75W90 APITighten the fill hole plug to 27 ft.It was used in all Wranglers from From 1984-1992 It was also used during The TH 400 It was used It was also the It is a NP231 and your axles are Dana 30 in the front and Dana 35 in the rear. They should have a 4.10 gear ratio due to you having a 2.5 liter 4 cylinder. I hope this helps, map6260Answer questions, earn points and help others.

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