

**G**one are the good old days when all we had to worry about was a handful of different transmissions. Now, there are well over a hundred units we must be able to diagnose and repair. It is very difficult to order parts and price out repair orders if we don't know what units we are working on. This article will concentrate on the five-speed captive import transmissions in Ford compact and light trucks. Ford has tagged them with an assembly number that will tell your parts supplier exactly what unit you are looking at. Unfortunately, tags are discarded during previous repairs, or are covered with paint or undercoating or otherwise made unreadable, leaving you with a puzzle to solve.

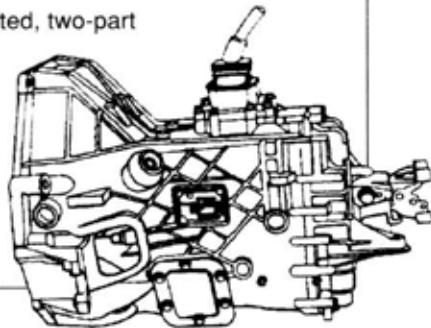
As you can see with just one manufacturer, there is a lot of variety out in the field. You must be able to identify the transmission you are working on. Take nothing for granted. It is possible that someone before you did a junk-yard swap that will affect driveability and transmission durability, to say nothing of your peace of mind.

### ZFS5-42 five-speed manual overdrive transmission

**Application:** E-350 stripped chassis '88 on, F-250 and 350 '88 on, F-super-duty chassis cab '88 on, Bronco and F-150 4x4 1988 on

**Description:** Top-shifted, two-part aluminum case, integral bellhousing, all speeds synchronized, 5th gear overdriven

**Lube Fill:** 3.4 quarts Mercon ATF.



Ford Trucks:

# What Unit Are We Working On?

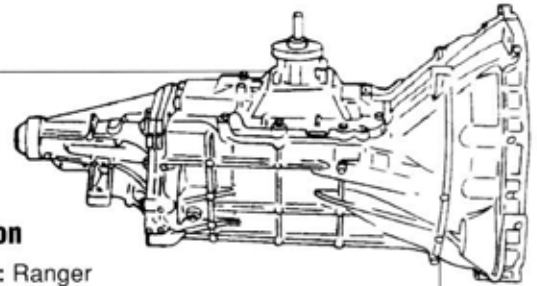
### M50D-R2 five-speed manual overdrive transmission

**Application:** Ranger

1988 on, Bronco II '88 on, Aerostar '88 on

**Description:** Top-shifted, two-part aluminum case, integral bellhousing, all speeds synchronized, 5th gear overdriven

**Lube Fill:** 5.6 pints Mercon ATF.

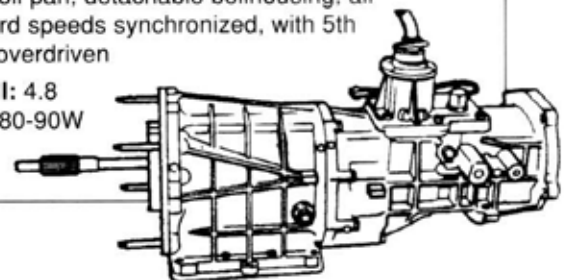


### FM-146 five-speed manual overdrive transmission (Mitsubishi)

**Application:** Bronco II and Ranger 4x4 equipped with 2.9 liter engine 1988 on

**Description:** Top-shifted, aluminum case, square steel oil pan, detachable bellhousing, all forward speeds synchronized, with 5th gear overdriven

**Lube Fill:** 4.8 pints 80-90W gear lube.





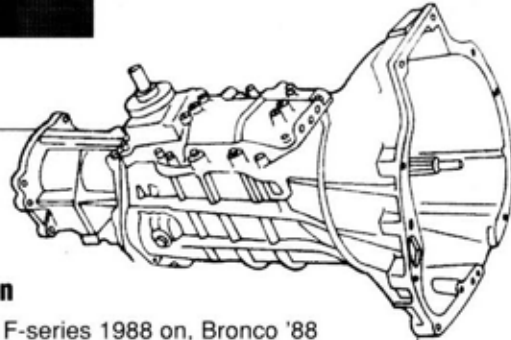
**By Mike Weinberg**  
Contributing Editor

**M50D-R2  
five-speed  
manual  
overdrive  
transmission**

**Application:** F-series 1988 on, Bronco '88 on, Econoline '88 on

**Description:** Top-shift, two-part aluminum case, integral bellhousing, all speeds synchronized, 5th gear overdriven

**Lube Fill:** 7.6 pints Mercon ATF.

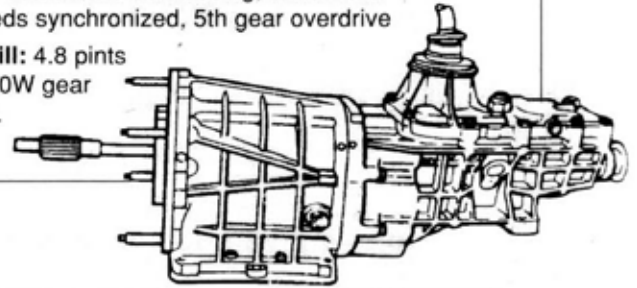


**FM-132 five-speed manual overdrive  
transmission (Mitsubishi)**

**Application:** Ranger 4x2 equipped with 2.9 liter engine

**Description:** Top-shift, aluminum case, square steel oil pan, detachable bellhousing, all forward speeds synchronized, 5th gear overdrive

**Lube Fill:** 4.8 pints  
80-90W gear  
lube.

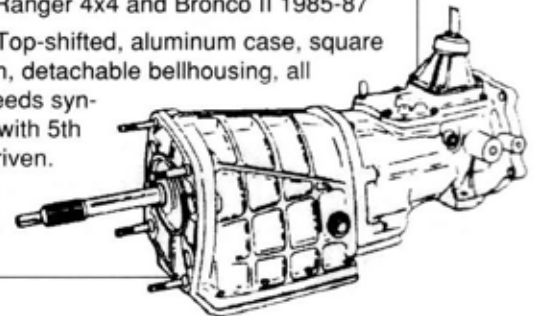


**FM-145 five-speed manual overdrive  
transmission (Mitsubishi)**

**Application:** Ranger 4x4 and Bronco II 1985-87

**Description:** Top-shifted, aluminum case, square steel oil pan, detachable bellhousing, all forward speeds synchronized, with 5th gear overdriven.

**Lube Fill:** 4.8  
pints 80-90  
gear lube.

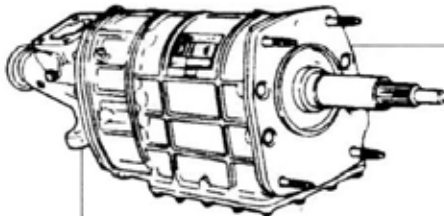


**Toyo Kogyo  
five-speed  
manual  
overdrive  
transmission**

**Application:** Aerostar 1986-87, Ranger 1983-87, Bronco II 1983-87, Courier 1980-82

**Description:** Top-shift, four-part aluminum case, rectangular aluminum oil pan, all forward speeds synchronized, 5th gear overdriven

**Lube Fill:** 3.6 pints Merkur manual transmission fluid, Ford part number E5RY19C547A.

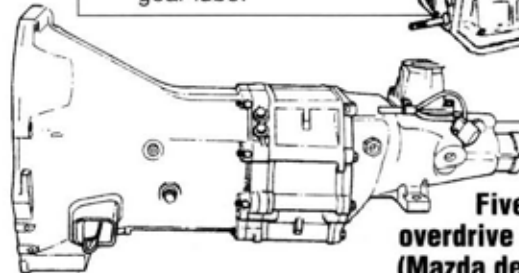


**Five-speed manual  
overdrive transmission  
(Mazda design)**

**Application:** Ranger with diesel engine, 1983-84

**Description:** Top-shifted, four-part aluminum case, integral bellhousing, all forward gears synchronized with 5th gear overdriven.

**Lube Fill:** 4.8 pints 80-90W gear lube.



**Put an End to Transfer Case Failures  
For Good!**

**Extreme HD • AWD-To-Part-Time Conversions  
Slip-Yoke Eliminator Kits • AWD Low-Range Lockups  
AWD Viscous Eliminators**

