

*New Process 2500*

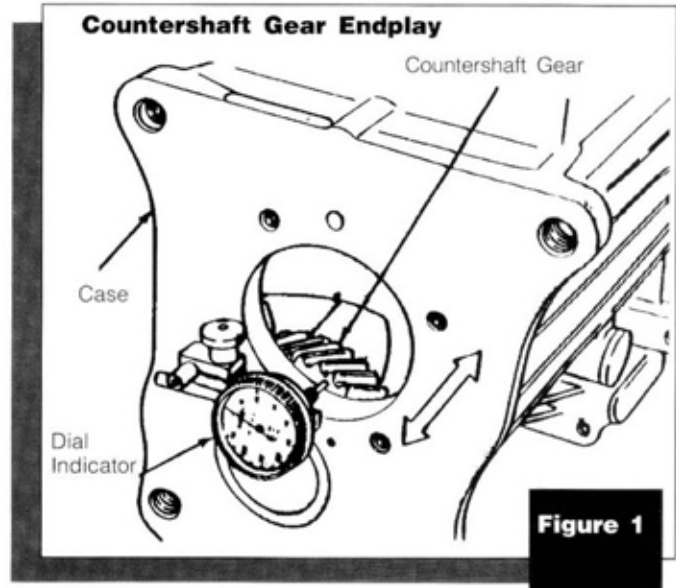
# Five-Speed Light-Truck Transmission

**By Mike Weinberg  
Contributing Editor**

Also known as the 535, the New Process 2500 is a five-speed unit designed for Chrysler's light-duty truck line. The case and extension housing are all aluminum. This is a top-shifted unit with all gears including reverse helically cut and

in constant mesh. There are three shift rails in the gearbox, with a special lockout on the reverse rail to prevent accidental shifts from 5th to reverse. All forward speeds are synchronized and 5th gear is overdriven for better mileage at highway cruising speeds.

There are several things to be



careful about when tearing down one of the units. Underneath the main case access cover are three detent springs and bullets which are easily lost. The countershaft

**Sell The BEST Remanufactured Transfer Cases & Transmissions in the Business...  
Switch To**

**ROCKLAND STANDARD GEAR!**

*Higher Quality, Service & Profits • Custom Units Our Specialty!*

**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



**Jeep Transfer Cases**



- 231J Command Trac
- 242J Select Trac
- 247J Pump Coupler AWD
- 249 J AWD

Rockland Standard Gear can custom fit all of these transfer cases to any TJ, YJ, ZJ, WJ, XJ & KJ model

**Ford Transfer Cases**



All Ford Transfer Cases are Remanufactured with the Latest O.E. Borg Warner Components

\*Includes New Morse Chain  
Models Available: 1350, 1354, 1356, 4404, 4405, 4406, 4407, 4410, 4411, 4416

**GM Transfer Cases**



All GM Transfer Cases are Remanufactured with the Latest O.E. Components with Updated Clutch Packs to Eliminate Chatter Problems

\* Includes New Morse Chain  
Models Available: 136GM, 226GM, 246GM, non-clutch style 231C-263GMXHD

**Dodge Transfer Cases**



All Dodge Transfer Cases are Remanufactured with O.E. Components

• Durango RT – Converts Full Time AWD to Select Trac or Command Trac  
\* Includes New Morse Chain  
Models Available: 231D, 231DHD, 241DLD, 241DHD, 242 Select Trac

RSG Has A Full Line Of Remanufactured Transmissions IN STOCK - READY TO SHIP!



- Ford M5R1 & M5R2
- ZF 5 & 6-Speeds (Ford Full-Series)
- AX5 & AX15 (Dodge & Jeep)
- New Venture 4500 (GM & Dodge)
- Call for other models!
- 3-Day Delivery - Same Price as Ground
- We Drop Ship & Handle Core Returns

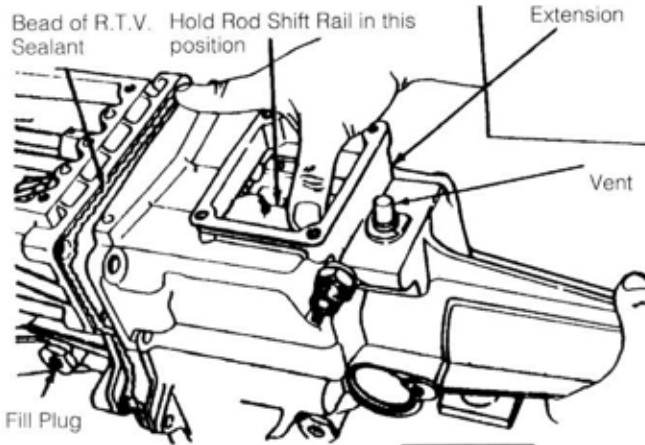
**CALL THE TC SPECIALISTS FOR LOWEST PRICES!**

Call **1-800-227-1528**

Fax **1-877-774-3294 (TOLL FREE)**

ONLINE AT [www.regear.com](http://www.regear.com)

Largest Inventory of Stock & Custom Applications



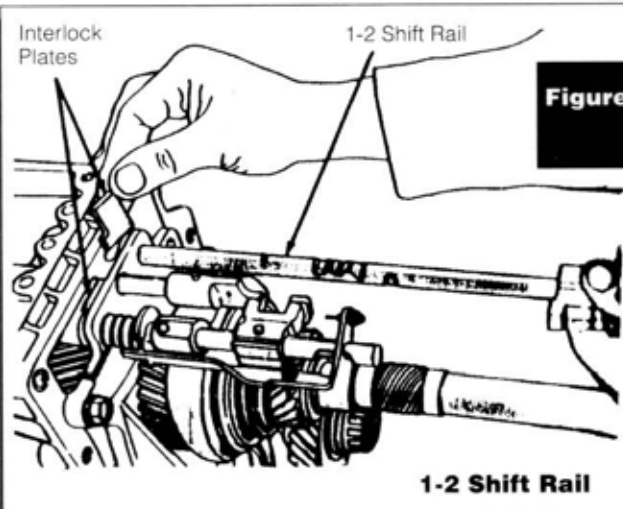
**Remove or Install Extension Figure 2**

a number of washers on the mainshaft that are positioned by anti-spin pins. Note their location and be careful not to lose them. After removing the shift rails and the gear train aft of the center-support plate, the mainshaft, countershaft and center-support plate come out of the case as an assembly, leaving the main drive gear in the case. The usual careful inspection and proper rebuilding procedure will put this box back in the driver's hands.

The weak point of this unit is lubrication, check for leaks. Even one cupful too little of oil will be fatal for this unit, with the main drive and countershaft front-bearing assembly usually the first casualty.

uses tapered bearings. Take an end-play reading BEFORE teardown you might learn just how deep the water is you are about to plunge into. Endplay on the countershaft should be  $\frac{1}{1000}$  to  $\frac{5}{1000}$  of an inch, and is set by a selective shim under the rear countershaft bearing race (See Figure #1, page 26). When you remove the extension housing, it will be necessary to reach into the shifter opening and depress the reverse lockout so that it will clear the tail housing (See Figure #2). The trans shift rails run through a removable center support plate with two interlock plates between them (See Figure #3). Don't lose the plates because nobody will have them in stock.

The shift forks are held on the rails by TAPERED pins, which must be removed from the top. If you make the mistake of trying to hammer them out from the top like a roll pin, bring your lunch; it's going to be a really long day (See Figure #4). There are



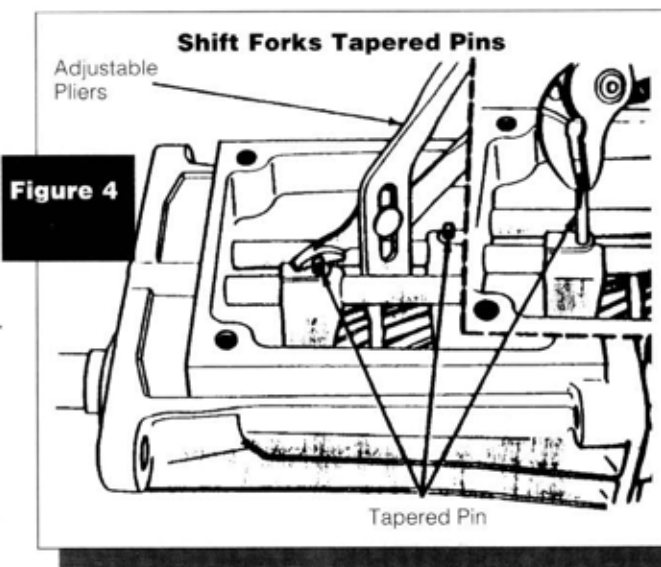
**Figure 3**

★ TRANSMISSION DIGEST  
★ TECHNICAL  
★ FIELD FIX

This unit is spec'd to run on 10w-30 motor oil. We have found using 10w-50 synthetic motor oil, with an overfill of one-and-a-half quarts really helps to prolong its life. The

easiest way to increase oil capacity in any unit is to use a plumber's street elbow with a threaded plug in the big end. There are no specs on how much extra oil you can add, only trial and error. Add oil until the unit vents and then drain some off to allow for heat expansion. The plumber's street elbow permits the addition of about an inch of extra lube above the normal fill level. This creates a safety margin for units that suffer from lube problems and aids in dissipating heat buildup during operation.

As in any repair or rebuilding procedure, the smart money gets a repair manual for the unit at hand. It will give you pertinent spec's and the proper method of disassembly and reassembly. Hell, if all else fails, read the directions. ■



**Figure 4**