

## 94 explorer manual transmission

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## Book Descriptions:

# 94 explorer manual transmission

The first four-door SUV produced by Ford, the Explorer was introduced as a replacement for the two-door Bronco II. Deriving its name from a trim package used on the F-Series pickup trucks as with the Ranger, the Explorer is slotted between the Edge CUV and standard-wheelbase Expedition. The first two generations were directly derived from the Ford Ranger, switching to a model-specific chassis for two generations. The fifth generation adapted a variant of Ford Taurus chassis architecture developed for SUV use, with the current generation again reverting to a model-specific chassis. Alongside the five-door Explorer wagon, a three-door wagon was offered from 1991 to 2003 effectively succeeding the Bronco II. For police use, Ford has developed the Ford Police Interceptor Utility, serving as a replacement for the replacing the Ford Crown Victoria Police Interceptor and the Taurus-based Police Interceptor Sedan. Louis Assembly Plant Hazelwood, Missouri; the model line is now currently produced at Chicago Assembly Chicago, Illinois. To better compete against the Chevrolet S10 Blazer and Jeep Cherokee midsize sport utility vehicles, Ford sought to replace the Bronco II with a vehicle sized closer to its competitors. In an effort to attract family buyers, a four-door version was developed alongside the two-door launched the same month as the four-door S10 Blazer. In a major change from the Bronco II, the Explorer was given its own front door stampings. In addition, the additional width allowed for two major aerodynamic improvements; along with the elimination of exterior drip rails by wrapping the doors into the roof, the side-view mirrors were integrated onto the doors rather than bolted on. For 1993, the engine output was increased to 160 hp 119 kW. All Explorers were equipped with the Ford 8.8 axle in either a limited slip differential, or open version with a variety of available gear ratios. [http://tour-paris-guide.com/cite\\_imgs/canon-bge2n-manual.xml](http://tour-paris-guide.com/cite_imgs/canon-bge2n-manual.xml)

- **94 ford explorer manual transmission, 94 explorer manual transmission, 94 explorer manual transmission problems, 94 explorer manual transmission diagram, 94 explorer manual transmission parts, 94 explorer manual transmission fluid.**

The XL was sold as the base trim, with XLT as the upper range, with the outdoor-themed Eddie Bauer trim as the top trim. The XL was distinguished by a black grille chrome optional with steel wheels, while the XLT offered a chrome grille and alloy wheels; the Eddie Bauer offered alloy wheels and two-tone paintwork. Offering black lower bodywork and grille and alloy wheels, the Sport was intended as a replacement for the Bronco II. Largely introduced as a competitor to the Oldsmobile Bravada, the Explorer Limited was offered only as a four-door with an automatic transmission. Distinguished by its color-matched grille, headlight trim, and model-specific bodywork and wheels, the Limited was offered with several model-specific features, including automatic headlights, an auto-dimming rearview mirror, fog lamps, and center roof console with compass and outside thermometer. Retaining the same footprint as its predecessor, the 1995 Ford Explorer underwent extensive modifications to its chassis to improve its road manners. In an effort to better differentiate the model line from the Ford Ranger, Ford stylists redesigned the vehicle, giving the Explorer a model-specific exterior. As with its predecessor, the second generation was sold in both three-door and five-door configurations. Rear-wheel drive was standard, with four-wheel drive offered as an option. In early 2000, the Ford Explorer Sport Trac was introduced, which was a midsize pickup truck; offered with a crew cab with a short pickup bed, the Sport Trac was based on the five-door Explorer. The Explorer Sport Trac was produced through the 2005 model year until it was redesigned for 2007. To match the V8 engine of the similar-sized Jeep Grand Cherokee, for the 1996 model year, Ford introduced a 5.0 L V8 as an option. Initially available on rear-wheel drive XLT

models, the availability of the 210 hp 157 kW V8 was expanded to many versions of the five-door Explorer, and came standard with all-wheel drive starting in 1997. <http://doggystylzgrooming.com/admin/photos/canon-bj-10e-manual.xml>

For 1997, revised cylinder heads increased output of the 5.0 L V8 to 215 hp 160 kW. Following the January 1996 introduction of the 4.6 L SOHC V8 by the Ford F-Series and E-Series, the Explorer would be the last vehicle in North America by Ford Motor Company sold with the company's old-style gasoline pushrod V8 for over 20 years; a new pushrod V8 was introduced for MY 2000 in the Ford Super Duty trucks. Offered as standard equipment on the top-trim Eddie Bauer and Limited trims, the engine became an option on all other versions of the Explorer and Explorer Sport. For 2001, the pushrod V6 was discontinued, with the SOHC becoming the standard engine in all versions of the Explorer and the sole engine of the 3-door Explorer Sport. The SOHC did not receive the 5-speed until 2000, but it was a stronger unit than the one behind the OHV. All V8 examples were equipped with a 4-speed heavy-duty automatic shared with the F150, Mustang, and Crown Victoria. For the V6 models, in place of Touch Drive from the previous generation, ControlTrac was an electronically controlled full-time four-wheel drive system with a two-speed transfer case, with software controlling a multi-disc clutch in place of a center differential. Similar to Touch Drive, ControlTrac is dash-controlled, with a rotary selector for two-wheel drive 1995-1996, 2001-2003 Sports, auto 1997-2001, high range, and low range. As part of the changes related to the redesigned front suspension, the entire front fascia was redesigned, with the Explorer gaining model-distinct styling. In a styling theme that would be used in several other Ford small trucks, the 1995 Explorer was given an oval grille; the headlamps were changed from rectangular to oval as well, wrapping into the fenders. In contrast to the front fascia, the rear fascia saw relatively few changes, with the rear bumper nearly unchanged.

Maintaining commonality with the Ranger, the Explorer was given a new dashboard marking the debut of dual airbags in an American-produced SUV, a new instrument panel; to improve user ergonomics, the Ford Explorer introduced a double-DIN radio panel and rotary-style climate controls. Distinguished by the addition of fender flares, the rear fascia was restyled, with larger taillamps; to better accommodate export, the license plate was shifted from the bumper to the liftgate; the neon CHMSL was replaced by an LED version. 16-inch wheels replaced 15-inch wheels shared with the Ranger. For 1999, the front bumper was redesigned, allowing for larger lower grille and fog lights. Other options included load-leveling air suspension on Eddie Bauer and Limited and a reverse-sensing warning system. Along with the two-tone Eddie Bauer trim, the highest trim Explorer was the monochromatic Ford Explorer Limited. For 2000, XLS replaced XL as the base trim introduced as an appearance package for 1999. While the XL remained the base model largely for fleets, most examples were produced under a single Sport trim level. In 1995, the Expedition trim was introduced; roughly the 3-door equivalent of the Eddie Bauer, the trim was discontinued at the end of the model year as Ford reserved the name for the Ford Expedition full-size SUV which entered production in mid-1996. As part of the change, the Explorer became only the second rear-wheel drive American Ford platform fitted with four-wheel independent suspension behind the MN12 platform. In another major change, the third-generation Explorer was developed solely as a five-door vehicle. Retaining the previous-generation chassis architecture, the three-door Explorer Sport continued production through the 2003 model year; the Explorer Sport Trac four-door pickup truck continued through 2005. No longer derived from the Ford Ranger, the UN152 chassis was designed specifically for the five-door Explorer and its Lincoln-Mercury counterparts.

<http://www.drupalitalia.org/node/79797>

In a major shift from its predecessors, the third-generation Explorer adopted a four-wheel independent suspension configuration, never before used on a Ford truck or American-produced SUVs, fully independent suspension was previously exclusive to the Hummer H1. Fords

AdvanceTrac RSC Roll Stability Control system became available as a standard feature on the Explorer for the 2005 model year. A five-speed manual transmission was offered for 2002 before its discontinuation; as of the 2020 model year, it is the final year a Ford Explorer was available with a manual transmission. As an option for both the 4.0L and 4.6L V8 engines, the Ford 5R55 transmission was offered, becoming standard from 2003 to 2005. While sharing a number of design elements with the 1997 F-Series and Ford Expedition, the Ford Explorer also served as the introduction of a new design theme for several Ford vehicles; the 2003 Ford Expedition, the Ford Freestar, Ford Freestyle, and Ford Five Hundred would share various elements of the 2002 Ford Explorer design. Retaining nearly the same proportions as the first two generations, the third-generation Explorer was an inch shorter in length and two inches wider, gaining two inches in wheelbase. The cargo floor was lowered several inches, adding nearly 10 cubic feet of total cargo room. Coinciding with the lower cargo floor, on nearly all models, a folding third-row seat was either standard or an option, bringing seating capacity to seven. The rear liftgate was redesigned, with the upper hatch enlarged. Slotted below the XLS were two major trim packages, Sport Value, Sport Choice, with Sport Premium between XLS and XLT. The outdoor-themed Eddie Bauer continued production with a two-tone exterior with a tan lower body; the Limited wore a monochromatic body. The NBX trim was only made for 2003 and 2004, and was a loaded up XLT with Eddie Bauer-esque features.

<https://www.climafan.com/images/briggs-and-stratton-4-stroke-engine-manual.pdf>

It was more like a bang-for-your-buck Eddie Bauer model rather than an actual trim level, as it didn't really set itself apart in any way like XLS did from XLT. Along with this new, stronger chassis, Ford updated the interior, redesigned the rear suspension and added power-folding third-row seats. Also, a tire pressure monitoring system and electronic stability control became standard equipment. Power running boards, like the ones from the Lincoln Navigator, were also made available on the Explorer and Mountaineer; the running boards lower to allow easier access when entering the vehicle, then retract upon door closure. Unlike previous generations, there was no right-hand drive option available for order, causing Ford to market Explorers in Japan in left-hand drive configuration. The LHD Explorers were desirable there because LHD vehicles are considered prestigious in Japan. Moreover, Ford switched to a one-piece rear liftgate design due to the problems associated with the previous generations design. A more powerful 292 hp 218 kW 4.6L 24-valve SOHC V8, similar to the fifth-generation Ford Mustang's engine, was available as an option. The 6-speed 6R automatic transmission, built by Ford and based on a ZF design, was made standard equipment with the V8 engine as well. The five-speed 5R55W automatic transmission was advanced. It was the only transmission available for the V6 engine, because the Mazda five-speed manual transmission was dropped in the previous generation. Unlike its predecessor sold through 2005, it featured the V8 engine as an option and was based on this generation Explorers platform. AdvanceTrac with Roll Stability Control was made standard on the Sport Trac. The model was planned by Ford SVT to be the successor to the F150 Lightning sports pickup truck. It had blacked-out headlights, black grill, monochrome color interior, unique front and rear bumpers, front fender vents, and molded-in running boards.

<https://climatechange-news.com/images/briggs-and-stratton-4-hp-engine-manual.pdf>

It is designed for up to six passengers while improving fuel economy by 20 to 30 percent relative to the current V6 Explorer. The fifth generation Explorer features sculpted body work with stepped style headlamps similar to the Flex, Edge, Escape, Expedition and F150, as well as new stepped style tail lamps. The grille features Ford's corporate three-bar design with upper and lower perforated mesh work, similar to that of the sixth-generation Ford Taurus. At first only one engine was available the 290 hp 216 kW 255 lb-ft 346 Nm of torque 3.5 liter TiVCT Twin independent Variable Camshaft Timing V6 attached to either the 6-speed 6F automatic or 6-speed 6F SelectShift automatic. Each

mode is selected via a rotary control dial on the center console, aft of the transmission shifter. The new Explorer will be available with an optional trailer tow package. The package includes a Class III trailer hitch, engine oil cooler, trailer electrics connector, trailer sway control TSC, wiring harness and a rearview camera with trailer alignment assistance to help in backing up to a trailer. If equipped with the trailer tow package the new 2011 Explorer will be able to tow up to 5,000 lb 2,268 kg of braked trailer. Other optional safety features include BLIS blind spot information system with rear cross traffic alert, forward collision warning with brake support precrash system, Auto highbeam, Roll Stability Control RSC, Electronic stability control ESC and Curve Control. Air bags are sewn into the inside of the seat belts, and inflate with cold air to prevent burns. The rear of the Explorer was also refreshed with restyled LED tail lamps and dual exhaust outlets. The 2016 refresh bumped the I4 engine to a 2.3 Liter EcoBoost fourcylinder engine from the 2015 Ford Mustang. A newly introduced Platinum trim now tops out the range, slotting above the Sport and Limited trims.

Similar to the Platinum editions of the F150 and Ford Super Duty trucks, the Platinum trim features front and rear cameras, enhanced active park assist with perpendicular park assist, parkout assist and semiautomatic parallel parking, handsfree liftgate from the Ford Escape, an exclusive 500watt Sony surround sound system, and a heated steeringwheel. The Platinum trim is paired with a 3.5 Liter EcoBoost Twinturbo V6 with 365 bhp 272 kW which was previously only available with the Sport trim. The 2016 Explorer went on sale at dealerships in the Summer of 2015. Other than the addition of the topoftheline Platinum trim, as well as standard eighteeninch alloy wheels on the base Explorer trim, the changes are mainly in styling, exterior and interior color combinations, technology, and power. XLT Desert Copper and Limited Luxury package. The turbocharged 2.3liter EcoBoost inlinefour is the standard engine on the new Explorer, with 300 hp 224 kW and 310 lbft 420 Nm of torque. It comes with a new 10speed automatic transmission and either rear or allwheel drive. Its maximum tow rating is 5,300 lb 2,404 kg. An optional twinturbocharged 3.0liter EcoBoost V6 makes 365 hp 272 kW and 380 lbft 515 Nm of torque, while the ST with the same engine makes 400 hp 298 kW and 415 lbft 563 Nm of torque. It also mates with a 10speed automatic and sees an increase in towing capacity, to 5,600 lb 2,540 kg. An Explorer Hybrid will also be available in the US with a initially detuned 3.3liter V6 producing a combined 318 hp 237 kW. For the first generation, the threedoor was available in any trim except Limited, with Sport offered as a trim exclusive to the threedoor. Distinguished by blackcolored wheel wells and rocker panels, Sport was slotted between XL and XLT. For 1995, Expedition was offered as an trim package for the threedoor Explorer; replacing the Eddie Bauer trim, the nameplate was retired after 1995 in preparation for the 1997 fullsize fourdoor SUV.

For 2001, the Explorer Sport was split from the fourdoor Explorer, retaining the secondgeneration body and chassis and adopting the front fascia of the Explorer Sport Trac. In contrast to the Ranger, the Sport Trac was marketed primarily as a personaluse vehicle rather than for work use. Sharing the frame and wheelbase of the Ranger SuperCab, the Sport Trac combined the front fascia of the Explorer Sport with a crew cab derived from the fourdoor Explorer; the pickup bed designed for the model line shared its tailgate with the F150 SuperCrew. After skipping the 2006 model year, a secondgeneration Sport Trac was produced from 2007 to 2010 derived from the fourthgeneration Explorer. Along with fleetspecific options such as steel wheels and provisions for userspecific paint schemes such as contrasting doors, the Utility comes with provisions for fitting emergency equipment such as radios, lightbars and sirens. To free up interior space on the center console for equipment, the transmission is fitted with a columnmounted shifter. Over a standard Explorer, the Utility is fitted with larger brake rotors, more advanced ABS and traction control systems, a more efficient cooling system and other standard police equipment. For 2014, Ford added the 365 hp 272 kW 3.5 L EcoBoost V6 shared with the Police Interceptor Sedan and Ford Taurus SHO. Offered solely in a threedoor configuration, only minor design details differed the Navajo from its Ford counterpart. Along with significantly reducing the development costs of the model line for Mazda,

the assembly of the Navajo by Ford in the United States allowed Mazda to circumvent the chicken tax in contrast to intended Japanese brand competitors Nissan Pathfinder and Toyota 4Runner . Offered only with fourwheel drive at its launch, a rearwheel drive version of the Navajo was introduced for 1992. After the 1994 model year, Mazda withdrew the Navajo, returning in 2000 with the fourdoor Tribute a counterpart of the Ford Escape .

Developed as a competitor for the Oldsmobile Bravada and the 1993 Jeep Grand Wagoneer, the Mountaineer was a fourdoor premium SUV slotted above the Explorer Limited. Marking the reintroduction of the waterfall grille to the Mercury brand, the model line was distinguished by twotone and later monochromatic styling different from the Explorer. From 2003 to 2005, the Lincoln Aviator was marketed as a counterpart of the third generation Explorer. The first midsize SUV sold by Lincoln, the model line was slotted between the Mercury Mountaineer and the Lincoln Navigator. Following the introduction of the fourth generation Explorer, the model line was repackaged as a CUV based on the Ford Edge and renamed the Lincoln MKX today the Lincoln Nautilus. The second generation Aviator is the first Lincoln vehicle offered as with plugin hybrid capability as an option; its 494 hp combined output is the highest ever for a Lincoln vehicle. In 1998, a facelifted Explorer was available with minor cosmetic interior changes and a revised rear tail lift which centered the rear number plate. In 1999 the model range was revamped slightly, the base model becoming the XLT and a special edition North Face version marketed with a tie in to North Face outdoor clothing. The North Face version was available in a dark green or a silver, with bodycolored bumpers, heated leather seats and a CD multichanger as standard. In 2000, the North Face was also available in black. It used the same tires as the Ford Ranger with a relatively low rating for high temperatures. Memos by Ford engineers suggested lowering the engine height, but it would have increased the cost of the new design. The failures all involved tread separation, in which the outer tread carcass would delaminate and cause a rapid loss of tire pressure. Ford investigated and found that several models of 15 in 381 mm Firestone tires ATX, ATX II, and Wilderness AT had higher failure rates, especially those made at Firestones Decatur, Illinois plant.

Nevertheless, Ford subsequently recommended that front and rear tires should be inflated to 30 pounds per square inch 207 kPa on all Explorer models and mailed a replacement tire pressure door sticker indicating the same to all registered owners. When the engine is run for an extended period of time with this issue, the engine can jump timing or cease from running, damaging the heads and valves. Retrieved September 17, 2015. February 6, 2006. Archived from the original on June 24, 2009. Retrieved October 15, 2009. Retrieved October 7, 2010. Retrieved October 7, 2010. Retrieved October 7, 2010. Retrieved October 7, 2010. Retrieved September 20, 2012. Retrieved October 7, 2010. Retrieved October 7, 2010. Retrieved October 7, 2010. Retrieved October 7, 2010. Retrieved May 23, 2011. Retrieved March 27, 2017. Retrieved July 21, 2019. Retrieved October 7, 2010. Retrieved October 7, 2010. By using this site, you agree to the Terms of Use and Privacy Policy. We can contact you via phone or email. We offer a complete line of new, remanufactured, OE replacement and performance manual transmissions, Transfer cases, and differentials along with quality components for rebuilding and repair. We offer parts for a variety of makes and models of foreign and domestic passenger cars, SUVs and light duty trucks. As manual transmissions become a less popular option offered by most original equipment suppliers, many aftermarket remanufacturers have turned their attention to other volume based product lines. Zumbrotta Drivetrain continues to focus directly on this segment of the market. The result is obvious, Zumbrotta Drivetrain delivers some of the most dependable remanufactured five speed, six speed and transaxle manual transmissions available. Our ability to produce quality manual transmissions is due to the people and processes developed over the last 30 years. These processes are continuously reviewed to ensure the highest quality possible.

Features Quality inspections are conducted 3 times during the remanufacturing process A

preinspection is done to ensure the unit is free of case cracks, excessive wear and to catch other OEM related problems that many cores have A second inspection is conducted during the reman process to ensure all component parts meet OEM specifications A final postbuild inspection is done to ensure unit is built to our strict standards All units are quality inspected throughout the remanufacturing process to maintain our quality standard. All housings and top covers are cleaned utilizing our state of the art hydro blasting and rinsing process. This process is what brings all cases back to the OEM finish. Once youve seen it, youll understand what we mean. 100 percent inspection of internal parts, including gear wear checks, mainshaft straightness test and synchronizer testing. 100 percent replacement of seals, bearings, and other common wear components. All transmissions are dynamometer tested and ran through numerous real life scenarios. Units are shipped in high density plastic totes to help eliminate intransit damage. Located in Zumbrota, Minnesota, they offer some of the best and most affordable rebuilt drivetrain components. More specifically, they offer new, remanufactured, OE replacement, and performance manual transmissions, transfer cases, and differentials. Their expertise and massive 60,000 square foot facility allow them to produce highquality and affordable components for thousands of different automotive applications. Upgrade includes additional labor, towing, rental car, and freight charge coverage. Standard and nofault Warranty coverage does not extend to commercial, farm vehicles, motorhomes and rental vehicle applications. Modified and or offroad applications are not covered by any warranty. We can contact you via phone or email. To add a new vehicle, select the year, make, and model at left. Please try again. Please try again.

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Except you are doing it MECHANICALLY with a over adjusted throw out bearing or its linkage. And the clutch disc is slipping because the pressure plate is not fully engaged Your turn. Looking for the book now! The Medic Day Thanks for the reply and ford calls for Mercon3 atf but Mazda calls for sae 5 30 oil gotta love Car companies who share parts and cant keep there stories straight, Tho if shifter guide swap doesnt affect anything Im gonna do a drain and refill and can do a decent gear inspection when I do the guide swap. Ive got a haynes manual in front of me it definitely doesnt cover this Lol Good Luck The Medic No clue But I may be over thinking it. Can only be 3 things I can think of this New used trans is going out 2. The shift guide I put on it isnt aligned perfectly with the gears 3.

sfer case to make it drive fine in 4x4 low range, and like I said I know little about the internals might even be wrong about the hydraulic pump in the trans thats just what was told me so still call me baffled Anything you stumble on would be great but gonna be hit and miss unless someone has had this experience think my odds arent looking good tho if I get a fix Ill post it if you dont find anything, tho if you know some GREAT ford guys ask em if besides the height dif in the shifter guide between 94 and 95 are they interchangeable course they would have to know the gear tolerance meaning the spacing between gears Dont know what else to call it and that relation to the shifter guide because besides the height difference I couldnt see a difference in positioning in those U shaped gear changing guides no clue what they are called Thanks again Seems mine had very little fluid in it prob leading cause for the wear on the fork, will post video in a couple days with the link here Id say put it in Low range But that could complicate things but if your always in 2wd then its worth a try Just focus on the Noise each gear makes Driving Little bits at a time since you have to have low fluid to test this way, And Its an easy way to inspect your Gear wear and syncro teeth tho I have no clue how to check those, And this is all my speculation Its how Id check it with the Slight knowledge I have from working on mine But Ill ask my trans guy tomorrow if I get time Im assuming you used a micrometer to check gear spacing I hear it has to be VERY precise with your Shift guide off you might have room to check spacing since a 3sp just to be sure alignment is right If I woulda thought of this technique I coulda ruled out the tranny on day 1 but yours is a much different prob, But I figure if you can watch your trans working in real time could Nail the prob or at least rule out Issues, Before I post this Ill post a pic of my shift rail guide to give you an idea of manually shifting gears.

<http://www.diamondsinthemaking.com/content/3m-x50-projector-manual>