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2015 mustang manual transmission fluid

Last Updated 9/23/2020 by Phillip Perez Share this article! 2.3 Ecoboost, 5.7qts with filter (5W-30 All Temps) -Oil filter Motorcraft FL910S 3.7L V6, 6qts with filter (5W-20 All Temps) -Oil filter Motorcraft FL500S 5.0L V8, 8qts with filter (5W-20 All Temps) -Oil filter Motorcraft FL500S 5.2L V8 GT-350, 10qts with filter (5W-50 All Temps) -Oil filter Motorcraft FL-2069-ST Check out our oil change kits here: S550 Mustang Oil Components S550 Mustang Coolant System Capacity: 2.3 Ecoboost Automatic 11.6qts - Mercon LV 3.7L V6 Automatic 12qts - Mercon LV 5.0L V8 Automatic 11.8qts - Mercon LV 2.3 Ecoboost , 3.7L V6, & 5.0L V8 Manual 2.7qts - Syncromesh 5.2L V8 GT-350 Manual, 2.5qts Mercon LV ATF Check Out Our Gear system Accessories S550 Mustang Transmission Fluid Capacity: 2.3 Ecoboost Automatic 11.6qts - Mercon LV 3.7L V6 Automatic 12qts - Mercon LV 5.0L V8 Automatic 11.8qts - Mercon LV 2.3 Ecoboost , 3.7L V6, & 5.0L V8 Manual 2.7qts - Syncromesh 5.2L V8 GT-350 Manual, 2.5qts Mercon LV ATF Check Out Our Gear system Components here: S550 Mustang Drivetrain Components S550 Mustang End Rear Fluid Capacity: 2.3 Ecoostbo, 3.7L V6, & 5.0L V8 1.6qts 75W-85 +4oz friction modifier 5.2 V8 GT-350 75W-85 -1.6qts+ 3.25oz friction modifier -2.05qts+ 4.25oz friction modifier (if equipped with external shaft lube cooler) Check out our rear end components here: S550 Mustang Rear Gears Oil Viscosity Explained 1979-93 Fox Body Rear End Fluid Capacity: Why do I see a W on my engine and gear oil? Simply explained, this means that the oil used is a multi-viscosity application. 'W' in engine and gear oil stands for winter. The first number you see is the classification of the cold weather viscosity. The smaller the number on this first number means that the oil used will be less viscous at lower temps. The second number after W is the high temp viscosity or how the oil is by operating temps. Once again, the higher the number, the thicker the oil would be. Thicker oil is not always better, depending on the age and wear of the engine, thicker viscosity oil can benefit you. On a brand new engine, this can actually hurt you. Ford and other manufacturers have specifications that are usually listed on the oil cap or in the factory holder's manual. I have searched the forums looking for information about changing the transmission fluid in my Boss. I want to change it because I've heard that ford motorcraft XL-18 Additive (which I added) is not recommended anymore due to long-term problems with oil/seal compatibility? When I started looking for the recommended transmission fluid I found that Ford recommends the genuine Ford Fluid XT-11-QDC Dual Clutch Transmission Fluid? It should be some good stuff as it sells for \$32/qt. What does everyone use? Since I still have some warranty (trans has 30k miles) left I don't want to stray too far Fords Fords Fluid. Tim That's what dealers use when performing TSB for notchy shifts when cold. My car didn't really have this problem but even though it only had 9k miles the original liquid was 4 years old so I had it done. Shifts are smoother. I've been using Redline MTL for the last few years. Ships from I'm in a few days. A fare number of people on here have used it for their track cars. And it's a lot cheaper that Ford Dual Clutch. Another Redline user. I use Redline for trans, differential and motor. Have a shop close to me that sells all their products and has it in stock to actually go out with. Why is it when I go to websites (Redline, Amsoil, Joe Gibbs) they say they don't have a recommendation for manual transmission fluid for our vehicles? Royal Purple is the only one I've found so far besides Motorcraft?: Recommendation: Warranty compatible recommendation MAX GEAR-GEAR OIL 75W-90 Capacity: 2.75 (qt.) Tim No makes a liquid that matches the Ford XT-11-QDC Dual Clutch Transmission Fluid specification. The QDC liquid is really thin and improves cold gear shift performance. I have also used redline MTL and would recommend it if you are tracking the vehicle. It does not meet the current Ford QDC specifications, but meets the original liquid specs before Ford changed the recommended fill. Basically, MTL is not as thin as QDC and doesn't change quite as well in cold weather. But MTL is half the price of facilitating more frequent fluid changes for HPDE vehicles. I just swapped in the liquid combo recommended by Ben Calimer (if you're not familiar, he rebuilds and upgrades MT82s). Combo is 2 qts Amsoil Synchronmesh and 0.7qt Amsoil Gear oil (the 75W-90 API GL-4 one) Transmission drops into gear noticeably smoother. Cold nibble is still there, but a little bit better, and the liquid seems to reach the operating temperature (becomes smooth) faster than the stock fill. Not night and day, but definitely noticeably better than what came with my 2014. The mixture is also a bit thicker than the stock filling, so it should protect the trans from wear better. Thanks for all the information. I ended up buying the Ford XT-11-QDC Dual Clutch Transmission Fluid from K-Manparts.com for \$22/quart. Tim Tim is there a link to xl-18 is a problem? I added the XL-18 to mine about a year ago. I found this link that cars had the older oil and which had the newer XT-11-QDC. Mine was built on 3/16/12, so it had XT-11-QDC, but didn't have xl-18 additive they start putting in transmissions after July 2012. Since I didn't replace Trans oil I just added the XL-18 per the liquid chart below: Fluid Chart from Motorcraft: Link to forum posts about oil and additive: (see post 204) I have searched the forums looking for information on changing the transmission fluid in my Boss. I want to change it because I've heard that ford motorcraft XL-18 Additive (which I added) is not recommended anymore due to long-term problems with oil/seal compatibility? When I started looking for the recommended transmission fluid I found that Ford recommends the genuine Ford Fluid XT-11-QDC Dual Clutch Transmission Fluid? It should be some good stuff as it sells for \$32/qt. What does everyone use? Since I still have some warranty (trans has 30k miles) left I wouldn't like straying too far from Ford's recommended liquid. Tim Tim is there a link to xl-18 is a problem? 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Tim After getting the standard fluid very hot on the track a few times, I was starting to have trouble engaging some gear while on track (HOT!!). I swapped in Redline MTL liquid as everyone has mentioned and it was noticeably better. It took a little more effort when trans was cold, but when up to operating temperature, felt great. It also held up to the heat on the track better than the standard Ford fill. At the end of the season last year, I had it swapped with BG Synchronshift II, and what a difference! Cold changes were way improved and when it got hot on the pitch, there were no problems. BG has a great warranty coverage and I've seen quite a few track friends take advantage of it. If you make your first change before 36k, and every 30k thereafter, BG covers \$4k compensation for trans. If you're in the Detroit area, go see Kenny at Kenny's Lakes Area Auto experts a link to BG coverage details: I also use BG synchronshift II in my MT82. You will notice a little notchiness when cold, compared to ford liquid, but the ford fluid has low viscosity. I finally got around to changing the oil in the transmission. The old liquid was black with only 30k miles on the car. I've only taken the car to the towing strip once (6 passes) and Dragon's Tail twice, so I wouldn't think that the oil should not normally be this variety in a standard transmission. I added xl-18 originally so maybe that turned the oil black? The new oil XT-11-QDC Dual Clutch Transmission Fluid was a golden yellow/transparent color. After driving about 60 miles with the new liquid, I have noticed no change whatsoever in the improvement of the sub-standard changing properties of this transmission. Tim Tim

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