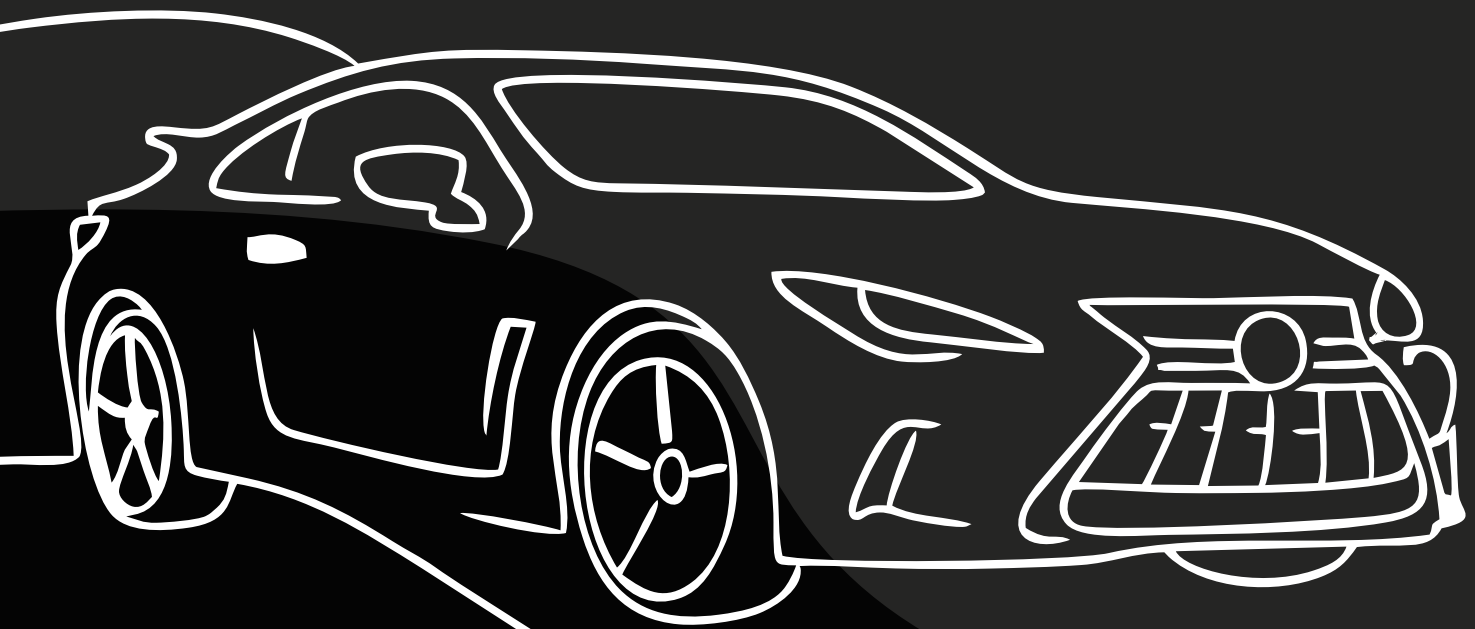


How to Replace a Transmission Filter & Gasket in a 2014 Ford Maverick

User Manual



*Please keep this manual for future
reference on driving and maintenance tips.*

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About This Manual

How to Replace a Transmission Filter & Gasket in a 2014 Ford Maverick

This manual covers how to replace the transmission filter and gasket on a 2014 Ford Maverick with a 6F35 automatic transmission. The steps are practical, meant for someone who wants to do it right without guessing.

1. Introduction

Changing the transmission filter and gasket is not optional maintenance, it's required. Over time, debris from clutch wear, metal particles, and dirty fluid clog the filter. A worn gasket starts leaking, which leads to low fluid and heat buildup. Ignoring it can kill the transmission.

2. Tools and Supplies You'll Need

Before starting, gather all parts and tools. Stopping mid-job is not ideal.

Parts:

- ◆ New transmission filter (OEM or high-quality aftermarket)
- ◆ New transmission pan gasket (rubber or reusable type recommended)
- ◆ 5–6 quarts of Motorcraft Mercon LV transmission fluid
- ◆ Brake cleaner or degreaser
- ◆ Shop rags or paper towels

Tools:

- ◆ Socket wrench set (metric)
- ◆ Torque wrench (in-lbs)
- ◆ Flathead screwdriver or plastic scraper
- ◆ Oil drain pan
- ◆ Jack and jack stands or lift
- ◆ Funnel
- ◆ Gloves and safety glasses

If you don't have a torque wrench, borrow or rent one. Transmission pan bolts are easy to over-tighten.

3. Safety and Setup

- ◆ Park on a level surface.
- ◆ Put the vehicle in Park.
- ◆ Engage parking brake.
- ◆ Let the engine cool fully.
- ◆ Disconnect the negative battery terminal. It's a precaution—do it.

Use ramps or a jack to lift the front of the Maverick. Always support with jack stands. Never rely on a jack alone.

4. Drain the Transmission Fluid

There's no drain plug on the 6F35 transmission. You'll remove the pan directly.

- ◆ 1. Place the drain pan under the transmission.
- ◆ 2. Start removing pan bolts slowly from one side.
- ◆ 3. Loosen them in a zigzag pattern so fluid drains gradually.
- ◆ 4. As bolts come out, the pan will begin to drop—fluid will spill. Be ready.
- ◆ 5. Remove the last few bolts carefully while holding the pan. Don't let it drop.

Let it drain fully. Set the pan aside for cleaning.

5. Remove and Inspect Old Filter and Gasket

After the fluid is out:

- ◆ You'll see the transmission filter held in with bolts or clips.
- ◆ Remove the filter gently. Expect more fluid to drain when you pull it out.
- ◆ Remove the old gasket from the pan or transmission housing. If it's stuck, use a plastic scraper. Don't gouge the surface.

Check the old filter:

- ◆ Look for metal shavings or black clutch material. Some is normal. Excessive debris means there could be internal wear.
- ◆ If you see brass or silver flakes, get the transmission inspected.



6. Clean the Transmission Pan and Surfaces

Before installing anything:

- ◆ Wipe the transmission pan clean with rags and brake cleaner.
- ◆ Remove all traces of old gasket material.
- ◆ Clean the magnet inside the pan. It catches fine metal debris, reinstall it.

Make sure the pan and gasket surfaces are dry and free from oil before moving on.

7. Install the New Filter and Gasket

- ◆ Align the new filter the same way the old one came out.
- ◆ Push it in gently, then secure with screws or clips.
- ◆ Place the new gasket onto the pan or mating surface. Some gaskets come with adhesive. If not, hold in place manually while mounting.

Caution:

- ◆ Do not use RTV sealant unless the manufacturer specifies it. Most gaskets are dry fit or have their own sealing compound.

8. Fixing the Transmission Pan Installation

- ◆ Lift up the pan into place with alignment of the bolt holes.
- ◆ Using your hands, snug all the bolts in a crisscross pattern.
- ◆ Take your torque wrench and tighten all bolts evenly and uniformly until 8-10 ft-lbs (96-120 in-lbs) of torque are applied. If over tightened, it will crush the gasket and create leaks.

Recheck all the bolts once done.

9. Refill Transmission Fluid

- ◆ Locate the dipstick tube of the transmission.
- ◆ Slowly pour 5 quart Mercon LV fluid through a funnel for a start.
- ◆ Reconnect the battery.
- ◆ Start the engine and let it idle in Park. Do not rev it.
- ◆ Run the gears slowly (P → R → N → D → L) and back to Park.
- ◆ Idling it for 5 minutes and then check fluid level.

Top off as needed. Usually takes about 5.5–6 quarts total after filter/gasket change. Check the dipstick with the engine running and at operating temperature. Fluid should be in the HOT range on the dipstick.

10. Final Check for Leaks and Test Drive

After fluid check:

- ◆ Let engine run for 10–15 minutes.
- ◆ Look underneath for leaks—especially around the pan edges.
- ◆ If it's dry, take a short drive (5–10 minutes). Shift through all gears.
- ◆ Recheck fluid one last time after the drive.

If there's no leak and the fluid level is stable, the job's done.

11. When to Replace Again

The transmission fluid and filter on a Ford Maverick should be replaced every 50,000–70,000 km, depending on driving conditions. Heavy towing or city driving may require earlier intervals.

Always use Mercon LV fluid and high-quality filters. Cheap parts cause problems.

12. Conclusion

Replacing the transmission filter and gasket on a 2014 Ford Maverick is straightforward if you stay organized and use the right tools. It's a critical job for long transmission life. Skip it, and you risk fluid breakdown, pressure loss, and internal damage.

Track your mileage. Don't wait for slipping or burnt fluid to take action.

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