# 5R55N/W/S
## Oil Fill Procedure

**The N/W/S transmissions do not have a fluid level indicator stick. If the vehicle is hot when testing fluid level there must be a 30 minute wait period before testing as fluid level is set at a specific oil temperature. To correctly set the fluid level, use the following procedures!**

**1: Use a scan tool to monitor the Transmission Fluid Temperature (TFT)**

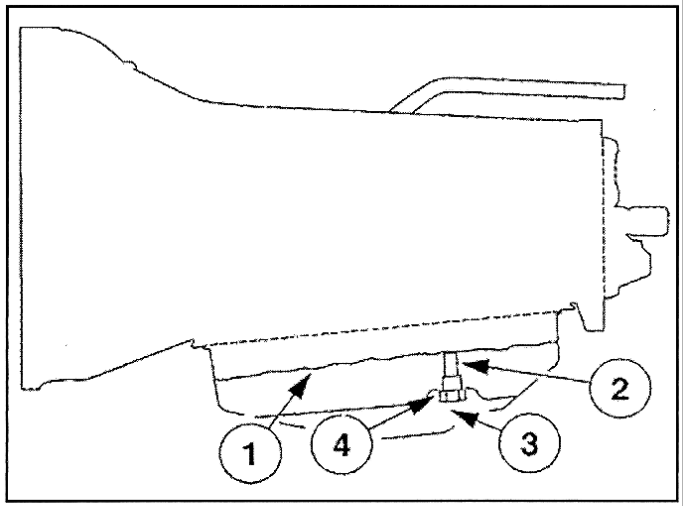
**2: Start Engine**

**3: Note: engine idle speed is approximately 650 rpms. Run engine so that the transmission fluid temperature is between 27- 47 degrees C (80-120 degrees F)**

**4: Move selector through all ranges allowing to engage in all gears**

**5: Place the range selector in PARK**

**6: Make sure the vehicle is on a level platform**




| Item | Description and Part Number |
|---|---|
| 1 | Fluid level |
| 2 | Fluid level tube, 7A010 |
| 3 | Fluid level and fill plug (smaller part), W704999-S309 |
| 4 | Fluid drain plug (larger part), 7A010 |

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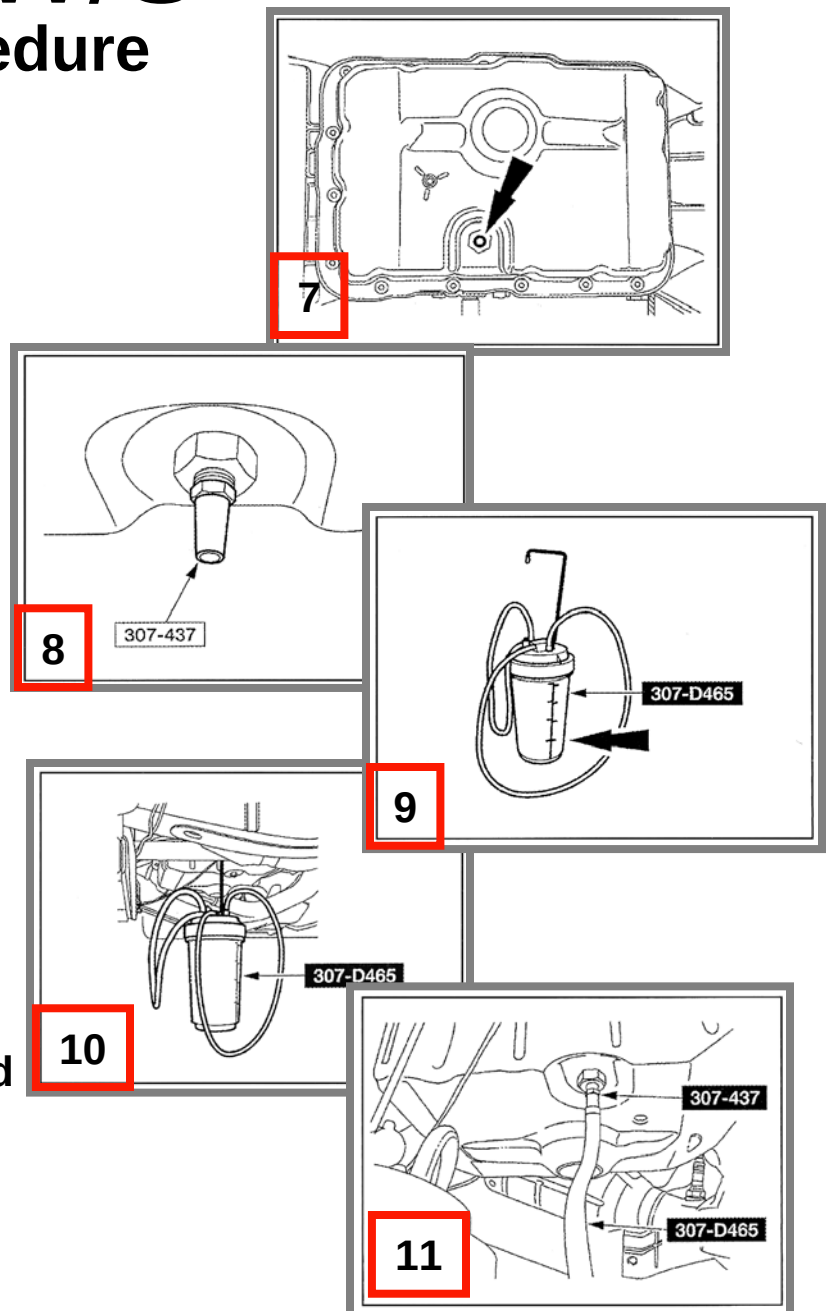
**7: Hold the larger fluid drain plug with a wrench and remove the smaller (center) fluid level and fill plug with a 3/16-inch Allen Key**

**8: Install the fluid level and fill plug adapter into the fluid drain plug**

**9: Note: Prior to filling the fluid transporter/evacuator/injector with clean transmission fluid, make sure that the canister is clean. Fill the fluid transporter/evacuator/injector with clean automatic transmission fluid**

**10: Hang the fluid transporter/evacuator/injector under the vehicle. Position it upright and close to the transmission**

**11: Connect the open end of the fluid hose from the fluid transporter/evacuator/injector to the fluid level and fill plug adapter in the bottom of the fluid drain plug**



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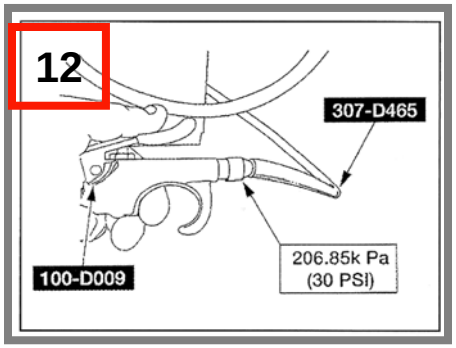
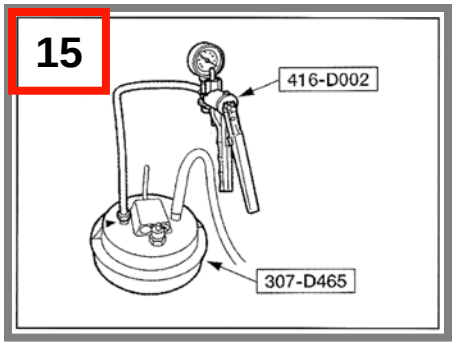
**12: Apply a maximum of 206.85 kPa (30 psi) to the open end of the vacuum/pressure hose from the fluid transporter/evacuator/injector. Fluid will immediately start flowing out of the fluid transporter/evacuator/injector into the transmission fluid pan.**

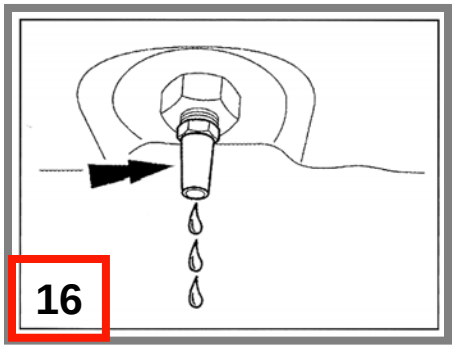



**13: Add on pint of transmission fluid into the fluid pan. Stop the process by releasing the air pressure and removing the air nozzle from the end of the hose.**




**14: Inspect the fluid level in the fluid transporter/evacuator/injector. If the fluid drains back into the canister, the transmission is full. If no fluid drains back, more fluid will need to be added. Repeat steps till full**

**15: Pull extra oil out by using a vacuum pump on the open end of the vacuum/pressure hose.**




**16: Allow fluid to drain till drips or small stream is noticed at 27-29 degrees C (80-120 degrees F)**

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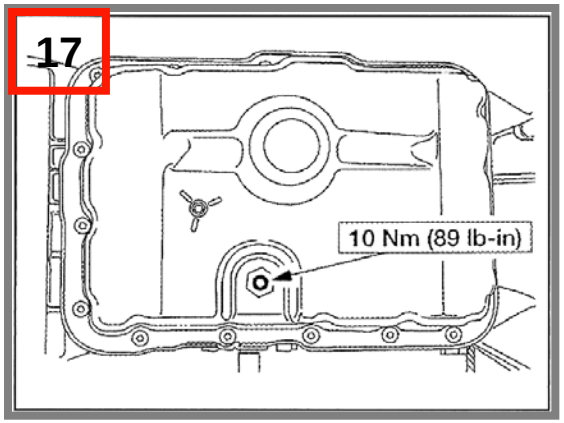
**17: Reinstall the small (center) fluid level indicating plug with a 3/16 Allen Key**

**18: Check the operation of the transmission by moving the range selector level slowly through each gear, stopping in each position and allowing the transmission to engage**




**Always use Manufacture Specific Fluids**

**<u>High Fluid Level</u>**
**May cause the fluid to become aerated, due to the churning action of rotating internal parts. This will cause erratic control pressure, foaming, loss of fluid from the vent tube and possible transmission damage**

**<u>Low Fluid Level</u>**
**Can result in poor transaxle engagement, slipping, or damage. This could also indicate a leak in one or more of the transaxle seals or gaskets.**