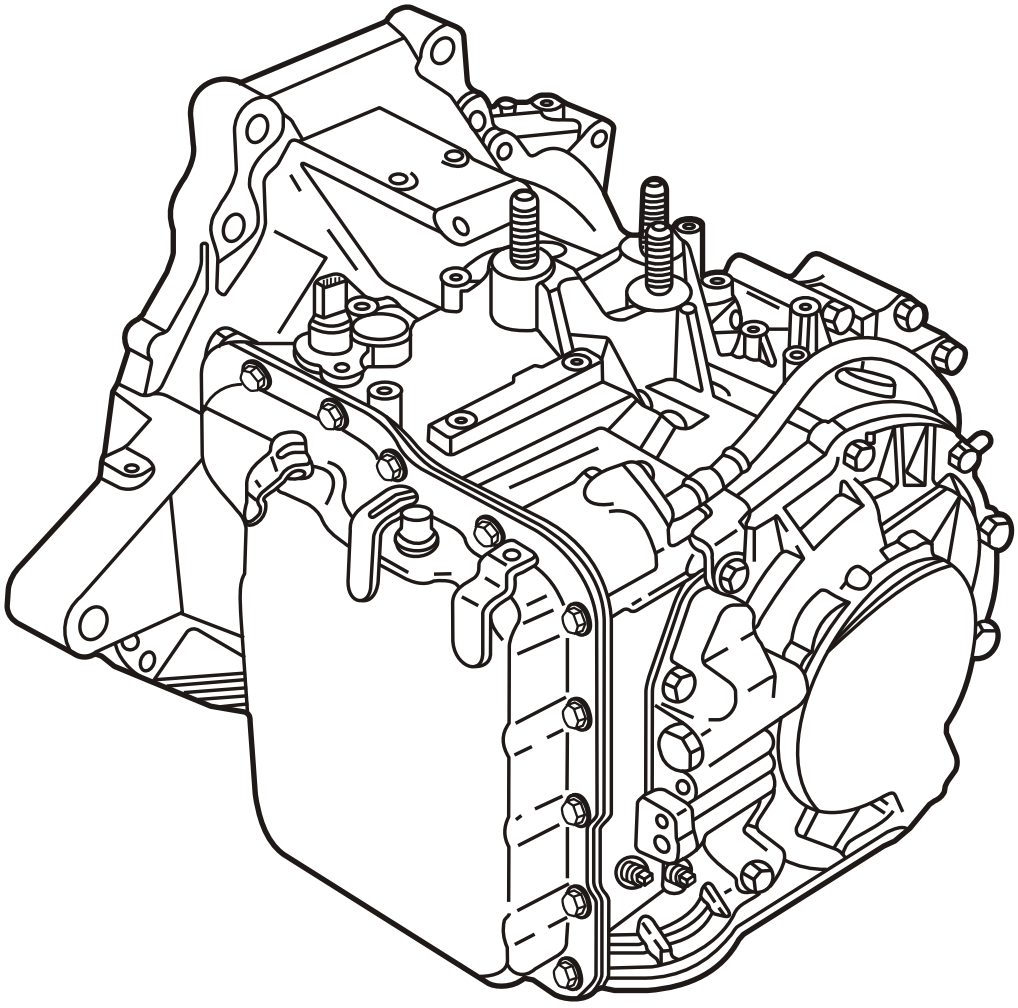
MAZDA "G4" SERIES
TRANSAXLE IDENTIFICATION



IDENTIFYING THE G4 SERIES TRANSMISSIONS

The G4 series transaxle are found in both Ford and Mazda vehicles. There are three distinct categories:

1. G4A-HL
2. G4A-EL
3. GF4A-EL

The breakdown for each is as follows:

G4A-HL - This is an overdrive transaxle that uses a governor for the 1-2 and 2-3 shift. The shift into overdrive is controlled by a cancel solenoid. This means when the solenoid is not energized a shift into fourth gear will take place. Converter clutch apply occurs only when in fourth gear. Line pressure is operated by a throttle cable. This unit was only produced from 1988 to 1989 in the Mazda 323 vehicle.

G4A-EL - This is an overdrive transaxle where all shifts are computer controlled. Line pressure is operated by a throttle cable. This unit was first used in 1987 in Mazda 626 vehicles. Ford began using this transaxle in their 1989 Probe vehicle which is know as the 4EAT transmission. It was also used in Capri vehicles starting in 1991. This transaxle breaks down into 3 specific categories:

1. 1987 2.2L Mazda 626 vehicle ONLY
2. 1988-1992 Non Turbo 2.2L vehicles
3. 1988-1992 Turbo & 3.0L V6 vehicles.

GF4A-EL - This is a completely computer controlled transmission. The throttle cable has been eliminated and line pressure is controlled via a solenoid. The converter clutch is applied with the use of a typical ON/OFF solenoid and a PWM solenoid. The PWM solenoid controls the feel of both the apply and release of the T.C.C. This transaxle found its way into both the Ford Probe and Mazda 626 vehicles in 1993.

PARTS INTERCHANGEABILITY

The technician must be aware that a 1987 G4A-EL is a unit that stands completely alone. Most of the parts will not interchange with any other unit.

Most of the gear train inside a G4A-HL will interchange with a 88-92 Non Turbo G4A-EL transaxle with the exception of the final drive components.

The pump shaft, the pump cover, the friction plates and the band in a GF4A-EL transaxle will interchange with the 88-92 Non Turbo G4A-EL.

GEAR RATIOS

These transaxle's all have the same gear box ratios. However, the final drive changes the overall ratio. These ratios are as follows:

2.800 : 1 First Gear
- 1.540 : 1 Second Gear
- 1:000 : 1 Third Gear
- 0:700 : 1 Fourth Gear
- 2:333 : 1 Reverse
-

The following pages contain information on tag identification as well as bell housing case I.D. Mazda I.D. tag information shown in Figure 1, and Ford I.D. tag information shown in Figure 2. The various bell housings and engine sizes are identified as follows:

G4A-HL - 1988-89 1.6L ***(See Figure 3)***
G4A-EL - 1987 2.2L ***(See Figure 4)***
G4A-EL - 1988-92 2.2L Non Turbo ***(See Fig. 5)***
G4A-EL - 1988-92 2.2L Turbo ***(See Figure 5)***
G4A-EL - 1988-92 3.0L V6 ***(See Figure 6)***
GF4A-EL - 1993 & Up 2.5L ***(See Figure 7)***
GF4A-EL - 1993 Only 2.0L ***(See Figure 8)***

MAZDA
G4A-EL Identification

JM1GG2215H1156001

1. Manufacturer
M or Y = Mazda

2. Model
GD = MX6, 626
GB, GC, GE, GH, GJ, GK = 626
BG = Protogé
BF, BJ, BK, BL, BW = 323

3. Engine Codes
1987-92: 1 or A
2 or B = 2.2L Non-Turbo
3 or C
4 or D = 2.2L Turbo

1993 & UP: A = 2.5L V6
C = 2.0L

4. Year

H = 1987	M = 1991
J = 1988	N = 1992
K = 1989	P = 1993
L = 1990	R = 1994

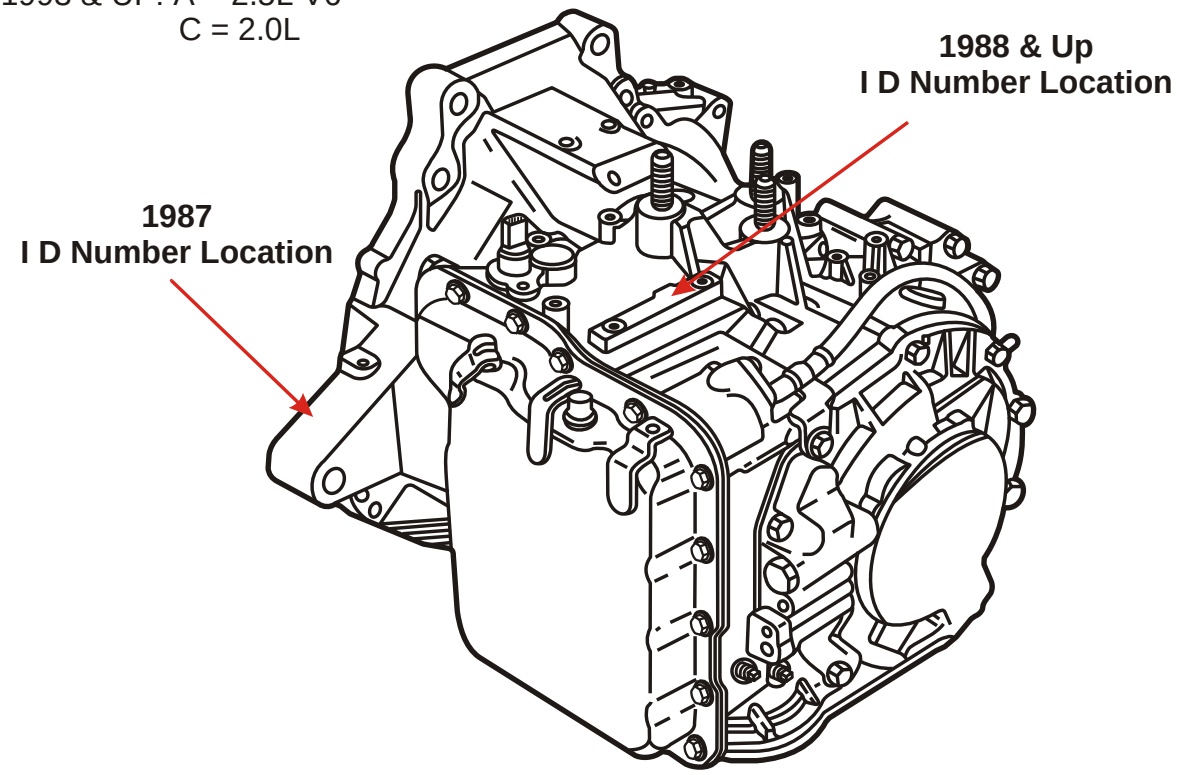


Figure 1

FORD
G4A-EL Identification

IZCVT20A9P5135996

1. Manufacturer
Z = Ford

2. Model
20 = Probe GL
21 = Probe LX
22 = Probe GT
01, 03 = Capri

3. Engine Codes
A = 2.0L SEFI
B = 2.5L V6 SEFI
C = 2.2L MPFI Turbo
L = 2.2L MPFI Non-Turbo
U = 3.0L V6 MPFI

4. Year
K = 1989
L = 1990
M = 1991
N = 1992
P = 1993

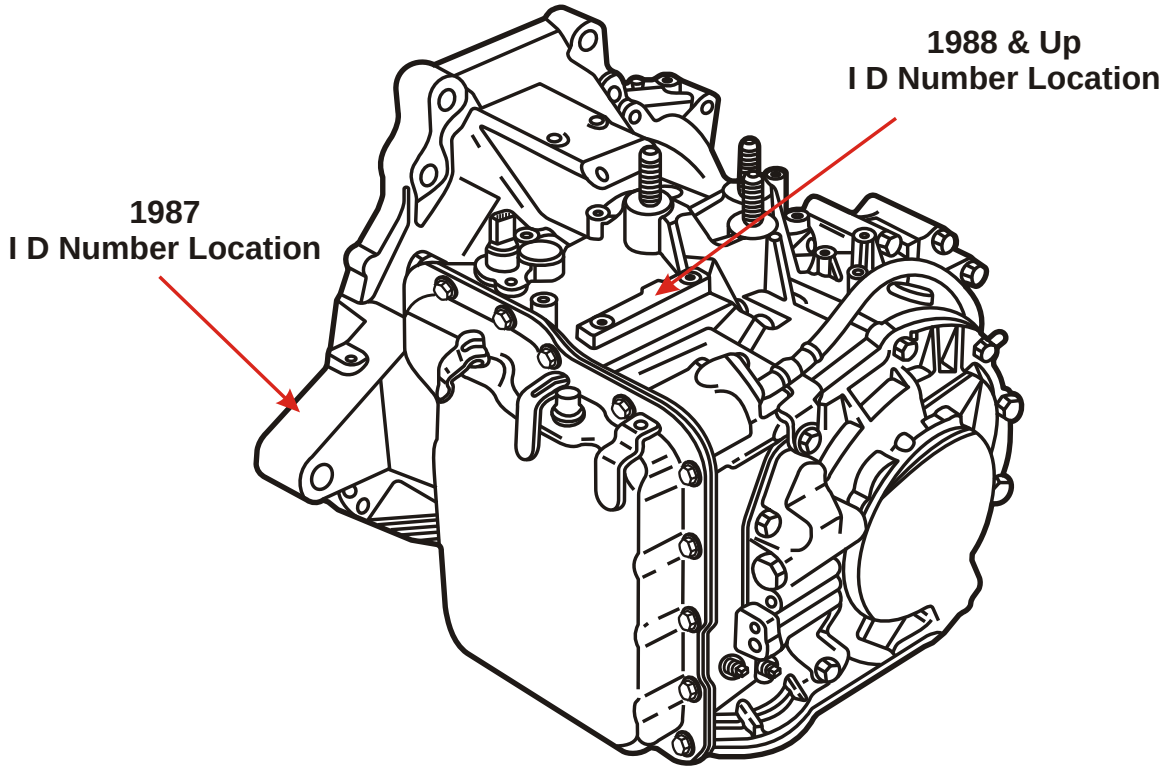


Figure 2

1988-1989 G4A-HL
1.6L Mazda 323

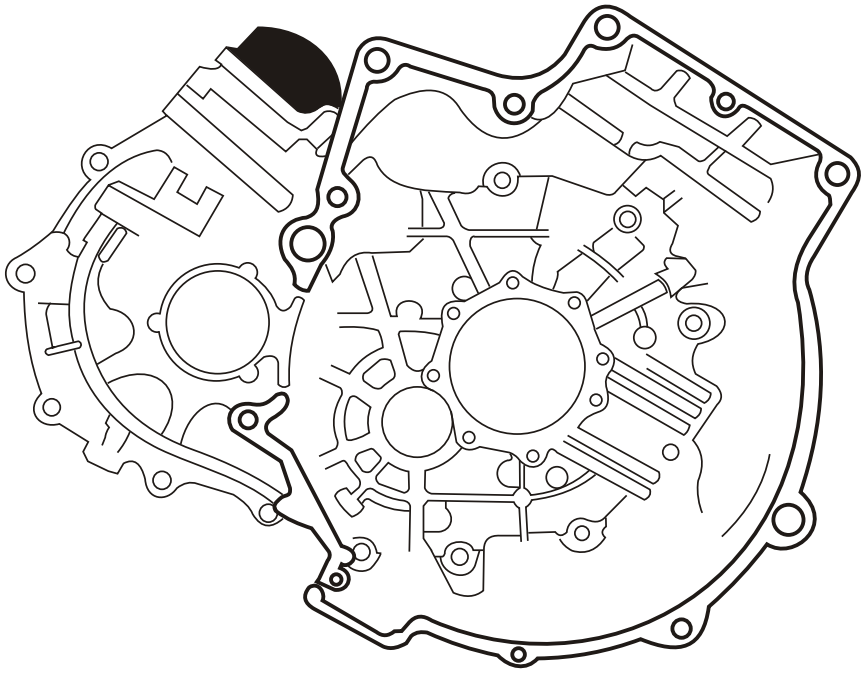


Figure 3

1987 G4A-EL
2.2L Engine

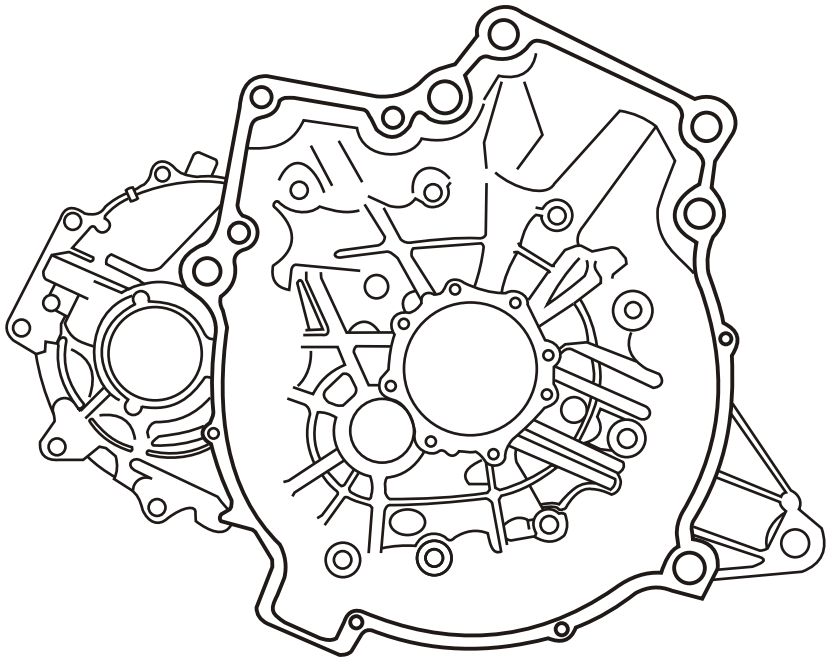
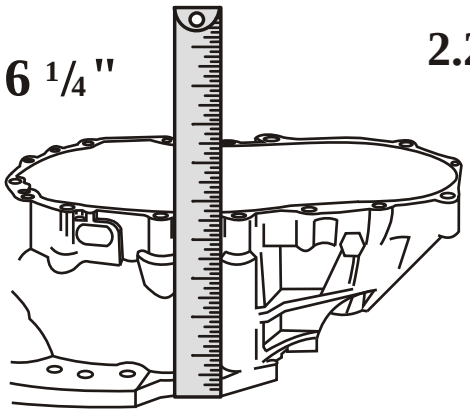
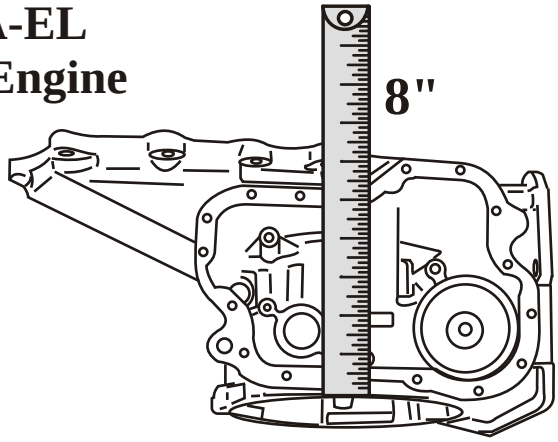
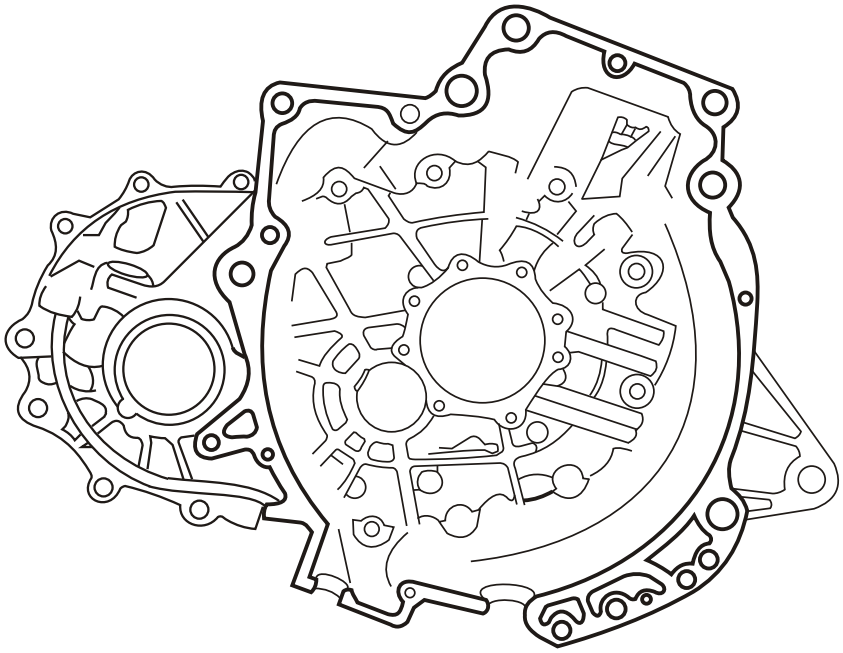


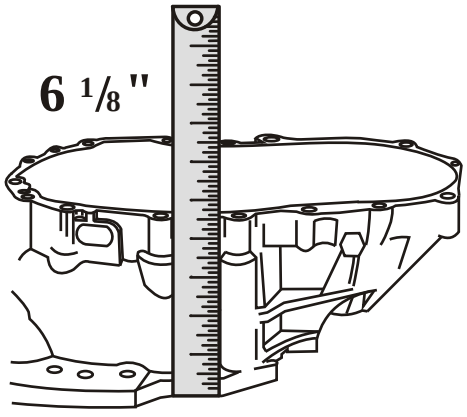
Figure 4

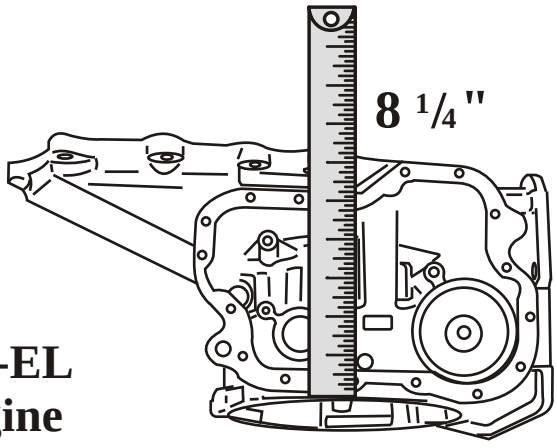
1988-1992 G4A-EL
2.2L Non-Turbo Engine











1988-1992 G4A-EL
2.2L Turbo Engine

Figure 5

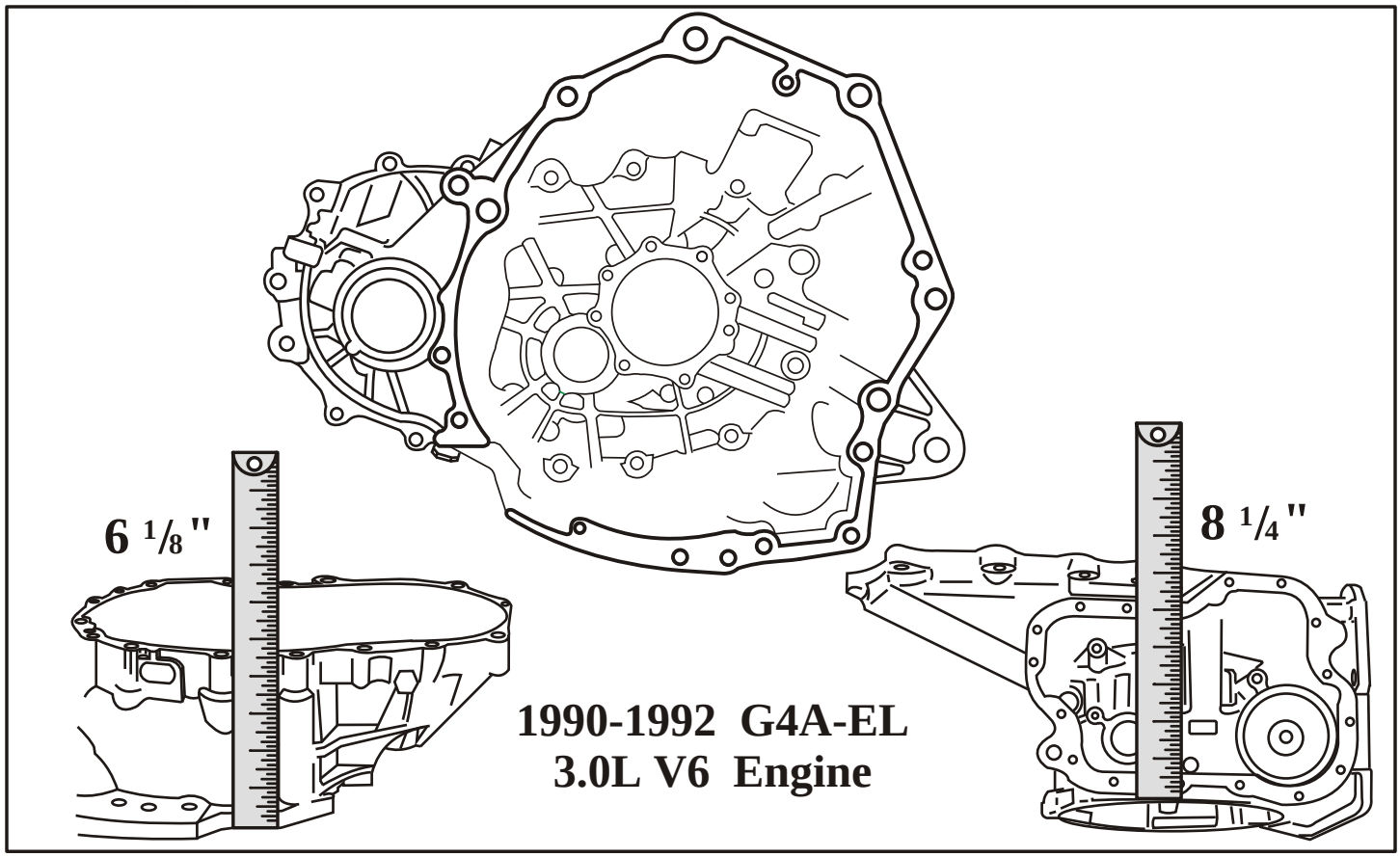


Figure 6

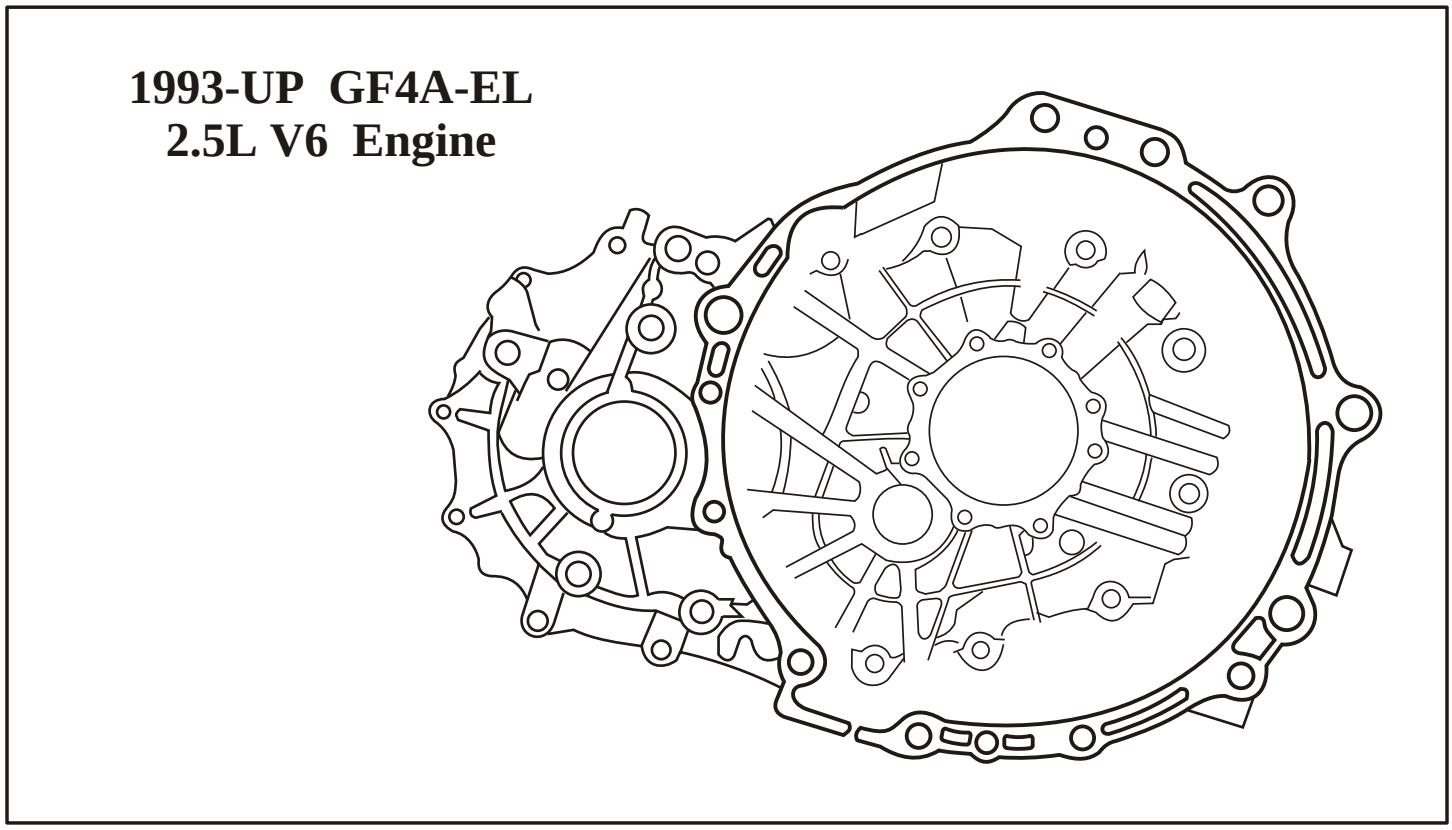


Figure 7

1993-*Only* GF4A-EL
2.0L Engine

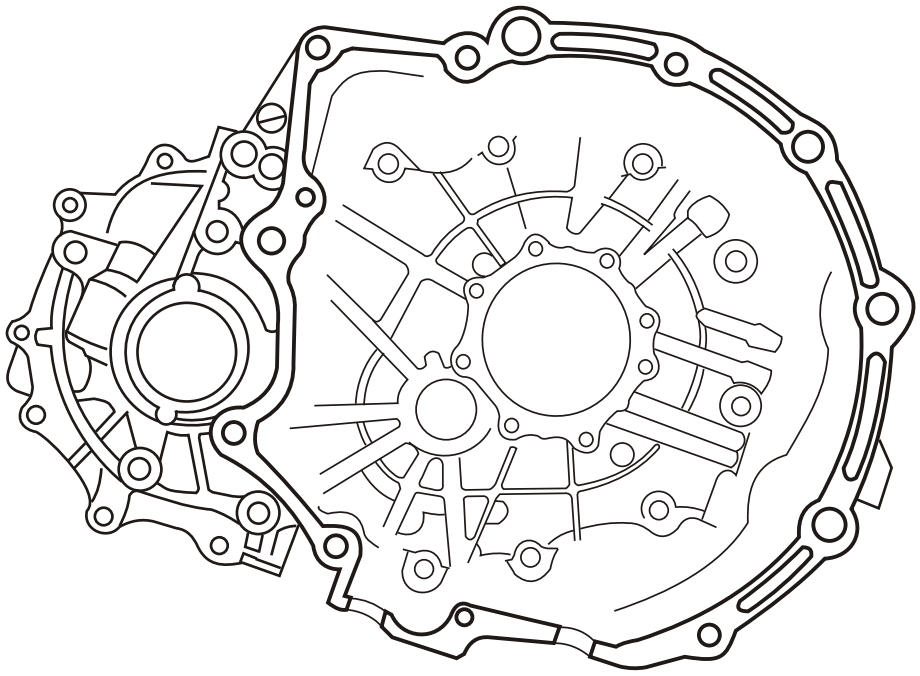


Figure 8