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2001 ford f150 transmission fluid capacity

The F150 is a half-ton full-size pickup truck manufactured by the Ford Motor Company. Speed oil is used in the rear axle differential to lubricate the bearings and ring and pinning gears. The F150s equipped with four-wheel drive also have a very similar front differential to the rear. If a leak is detected, the gear oil must be checked. A low level of liquid in the differential can cause it to overheat and fail. Ramper under the back of the vehicle. Find the differential, which is in the center of the vehicle between the front or rear wheels, depending on the differential you want to check. (Only four-wheel-drive F150s have a front differential.) Find the threaded socket, which is mounted approximately halfway between the top and bottom of the front differential. Place the square end of a ratchet wreed in the threaded cap in the differential. Turn the key counterclockwise to loosen and remove the socket. Wipe the oil or metal shavings from the socket with a cloth and set it aside. Check the oil level by sticking a finger in the hole where the cap has been removed. Add oil if the level is below the bottom of the hole. To do this, insert the nozzle of the gear oil container into the hole and squeezing until the liquid is at the right level. Thread the cap into the hole and tighten with a ratchet wrench clockwise. Wipe oil spills on the differential with a cloth. Most Ford differentials are lubricated for life and the liquid does not need to be checked or modified unless a leak is suspected or the differential has been immersed in water. Use only the type of gear oil in your differential specified in your owner's guide. Your differential could be damaged by using the wrong type or viscosity of the speed oil. Ford requested that synthetic gear oil be used in the rear differential on most subsequent F150 models. The type of oil used in the front differential on four-wheel drive models may be different from what is used in the rear axle. For example, the 2002 F150 owner's guide provides 75W-140 synthetic oil in the rear axle, while the front axle uses 75W-90 non-synthetic 4x4 oil. Ratchet wrenchRagGear oil Add transmission fluid to a Ford car can be done when the transmission fluid level is low or after the liquid has been drained from the vehicle. A Ford car can come with a transmission that is standard or automatic. The transmission fluid must be rinsed or changed, just like This means that you will need to have the right type of Ford car transmission fluid from your Ford car. Under the hood: How to add the F-150-speed transmission fluid, the hood release that is under the dashboard on the driver's side of the vehicle. Set the support bar to keep the hood open. Find the soaking stick for the transmission liquid tank at the rear of the engine. Remove the diving dive and wipe it with a cloth. Look on the soaking stick to see if the type of transmission liquid to be added is stamped anywhere. Insert a funnel into the tube of the transmission fluid dip stick. Pour the transmission liquid into the funnel to fill the tank. Remove the funnel and insert the soaking stick to check the fluid level. Stop adding transmission fluid when the full line of the soaking stick has been reached. Replace the soaking stick, then close the hood to complete the project. FunnelTransmission fluidRag How to add transmission fluid to a 2001 Ford F150 Automatic? Drive your truck at least 20 miles to warm up the transmission fluid to get an accurate reading. Place the transmission in PARK and leave the engine running. Set the parking brake. Open the hood. Find the automatic transmission gauge at the rear of the engine bay on the passenger side. Pull the dipstick out of the dipstick tube. Wipe the end of the dipstick clean with a cloth. Return the dipstick to the tube until it is fully seated. Remove the gauge and observe the level of the transmission fluid. Check the marks at the end of the gauge to determine how much liquid is needed. Wipe the dipstick clean and set it aside. Place a funnel designed to add transmission fluid to the dipstick tube where the dipstick has been removed. Make sure the end of the funnel is fully seated in the tube before adding liquid. Add Motorcraft MERCON V (or equivalent) automatic transmission liquid to the funnel in 1/2 pint increments. Remove the funnel and insert the gauge. Remove the dipstick and check the level of the transmission fluid. Continue this procedure until the transmission fluid is at full brand. Do not overfill the transmission or it could be damaged. Remove the funnel and replace the dipstick. Close the hood. Funnel Automatic transmission fluid, if necessary How to add the transmission fluid to a TaurusPark 1999 car on the flat floor. Let your engine run for 10 minutes. Open the hood. Pull the dipstick out of the fluid though, located just under the engine. Wipe it with a cloth or paper towel. Return the dipstick to the liquid. Let it sit in the well for 15 seconds. Remove. Read the results. If the fluid level is between the two lines of the dipstick, no action is required. If more liquid is needed, move on to step 5.Place the funnel at the end of the fluid well. Pour in some of the transmission fluid. Check the liquid level on the gauge again. Continue to add liquid until the fluid level registers between the two lines on the gauge. Mechanical towels or paper towelsA car funnel How to add transmission fluid to a 2002 F150 AutomaticDrive truck about 20 miles, then park it on a flat surface. Set the parking brake. Depress the brake pedal, then move the gear change in each gear in turn. Put the gear change in Park. Let the engine run. Open the hood place the transmission dipstick on the passenger side of the engine compartment either to the right of the battery or to the front of the firewall. Grab the dipstick and take it out of the dipstick tube. Wipe the dipstick with a clean cloth, then re-insert it into the tube. Press the dipstick into the tube until it is fully seated, then pull the stick again. Observe the end of the dipstick and note the level of fluid in the transmission. Add transmission fluid only if the level indicates that it is low. The add mark is either written on the stick or it is designated by the small hole in the stick closest to the tip. Insert the end of the funnel into the dipstick tube. Add 1/2 pint of transmission liquid. Remove the funnel from the dipstick tube. Depress the brake pedal, then move the gear change in each gear in turn. Put the gear change in Park. Let the engine run. Check the liquid level with the dipstick. Repeat steps 3 to 6 until the fluid level is above the Add mark on the gauge. Clean ClothThankle-to-head shippingMercon or Mercon V Automatic Transmission Fluid (ATF) How to add transmission fluid to the ExpeditionPark the vehicle on a flat surface and put on the parking brake. Place your foot on the brake (the parking brake still needs to be engaged) and start the engine. Move the gear change across all gears, allowing time for each gear to engage. Place the gear change in the park and let the engine run. Remove the dipstick from the transmission filling tube. See Identification of components in the engine compartment in the Maintenance and Specifications section of your expedition owner's guide to locating the gauge. Wipe the dipstick clean with a clean, dry, plush-free cloth. Replace the dipstick in the filling tube, and push it completely. Remove the dipstick again and read the liquid level. The fluid level must be in the designated hot area on the gauge if the vehicle is at normal operating temperature. If the vehicle is not at normal operating temperature, the fluid level should be read in the ambient marked area. If the liquid level is low (indicated by the add area of the gauge), do not drive the vehicle. See the Lubricant Specifications section of the Maintenance and Specification section of your owner's guide to determine the right type of liquid to add to the transmission. The right type of liquid can also be indicated on the vehicle's gauge. Add liquid in increments 1 cup through the filling tube, using the measuring cup and funnel, until the fluid level is correct. Clean, plush-free guide The ownerTransmission fluidMeasuring cupFunnel shift stick image by BaSSaBaS of Fotolia.com transmission stores charge about \$500 to remove and install a Ford F150 transmission. If your Ford F150 needs a new transmission, consider removing and installing the transmission at home. You can save yourself a lot money and it only takes a few hours to complete. Remove a Ford F150 transmission at home with a little help from a friend and some common tools most home mechanics have available. Use a hydraulic floor socket to raise the Ford F150 high enough from the ground that you can pull the transmission from under the vehicle. Place the holds under the truck rails, one on each side of the truck. Lower the truck on the socket holders and remove the adjustable floor socket from its lifting position. Loosen the bolts of the transmission pan with a ratchet wre clicker and socket. Place a drainage container under the transmission pan and drain the liquid. Replace the pan, but do not tighten the bolts completely. Remove the liquid used and clean the work area from spills. Lift the hood of the truck and find the transmission liquid filling tube. Remove the liquid level stick from inside the tube. Find the transmission bolt that secures the filling tube and loosen it. Remove the tube by pulling up, insert the fluid dipstick into the tube and set it aside. Unplug the drive shaft from the rear axle by removing the two U bolts that secure the drive shaft and rear axle together and place the vehicle in a neutral position. Place the universal joint so that one rolling cap is close to the yoke and the other is pointed. Turn the drive shaft; the two yokes will separate while the universal articulation remains with the drive shaft. To separate the drive shaft from the rear axle, turn the drive shaft and place the bearings in four lanes so they can be freed from the yoke of the rear axle. When one is in place near the yoke, the other comes free and allows the rotational movement to separate the two. Place the back of the drive shaft under the axle and pull the drive shaft from the end of the transmission. You may need to press the drive shaft with a hammer to get the drive shaft spindle out of the back of the transmission. Use a key at the end and an open-ended key to access the nuts and bolts between the front of the transmission and the engine. Turn the flying wheel every time you remove one of the bolts from the torque converter so you can access the next one. Use the truck starter to turn the flying wheel enough to access the next torque converter bolt. Secure the torque converter in place with tie straps once all the torque converter bolts are out. Looped crossbars through two bolt-converter holes and link it to the transmission bell dwelling. Place a floor socket under the transmission. Lift the transmission slightly so that any downward pressure on the member of the transmission cross is relieved. Remove the cross member under the transmission tail. A transmission cross member consists of fasteners at each end that attach it to the truck frame, and two bolts that attach transmission to the cross member. Use ratchet keys and open end to loosen and remove these fasteners. With the transmission weight being supported by adjustable floor socket, remove the transmission cross limb. Loosen each bell case bolt around the front of the transmission with a ratchet wre clicker, extension and socket. Once all the bell housing bolts are removed the transmission will sit in place on two alignment poles. As the last bolts come out, make sure the weight is balanced properly to prevent it from falling off the socket. Slowly lower the transmission on the ground. Remove the floor socket from under the Ford F150 transmission and manually lower it to the ground with the help of a friend. Get him out from under the truck. Use duct tape to keep the Ford F150 drive shaft cap rolling in place after the drive shaft has been removed. These cap bearings can fall from their positions and become damaged if they are not held in place with duct tape while the drive shaft is out. An extension that can reach at an angle will help you reach the transmission bell case bolts. Never find yourself in a position where you are trapped under a vehicle with a HGV on your chest. Always have a friend ready to help you lift or carry heavy loads under a vehicle. Jack4 floor jack SewaitsDraining panRatcheting wrench18-inch extensionSocketsCrescent wrenchBox wrenchBox wrenchPlastic tie strapsScrewdrivers strapsScrewdrivers

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