

97 ford ranger manual transmission fluid change



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Book Descriptions:

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It may not display this or other websites correctly. You should upgrade or use an alternative browser. If so we invite you to join our community and see what it has to offer. Our site is specifically designed for you and its a great place for Ford Ranger Fans to meet online. Once you join youll be able to post messages, upload pictures of your Ford, and have a great time with other Ranger fans. Whether your an old timer or just bought your Ford youll find that Ranger Forum is a great community to join. Good tip to make sure I can get the fill plug out okay beforehand. I probably might not have done that if you hadnt mentioned it. My luck Id drain it first without doing that and then find out itll take me forever to manage to get a stuck fill plug out. First thing Ill do then is go ahead and PB Blast that fill plug and make sure I can turn the plug out before proceeding. When refilling, the fill hole seems kinda up there where itll be rather difficult to tip the quart bottles of ATF and have the fluid run down into the hole. I dont have the special type fluid pump and if Im too cheap to go buy one whats a good way otherwise. I have had 3 rangers over the years in the manual. My personal opinion is that ATF is not good for gear boxes. I suppose ATF is fine for a DD. But I work my trucks hard and dont trust it. I have had a manual fail on me with ATF in it. Never had one fail with Gear oil. You may find it easier to remove the shifter and fill from the top of the trans. While your at it, go to ford and buy the bushing kit. It will replace worn out and sloppy shifter syndrome. I dont work it hard. Im sticking with the regular ol ATF for this rig. Nothing too exciting going on with my stock 2.5L 4 banger. I just got a long piece of clear vinyl tubing, ran it from the open hood area down to the transmission there, stuck one end of the tubing in the tranny fluid fill hole and stuck a funnel on the other end of the tubing and filled it that way. <http://www.medicom.pl/userfiles/canon-imagerunner-1025if-manual.xml>

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Worked pretty easily I thought. Click to expand. Hope this helps been there done that. Remove the popup part of the cap fit a piece of clear tubing over the spout make sure it is tight fill bottle with fluid insert tube in hole raise the bottle as high as possible and squeeze until empty. Repeat until full. Hope this helps because have been there and done that. Sent from my Droid Incredible 2. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. I bought my 99 Ranger about 4 months ago with 132k miles. It seems like it was taken care of fairly well throughout its life but I had a feeling nobody ever messed with the transmission fluid. So, I had a little spare time and a few quarts of fluid and took a few pics along the way. This will show you how to do it without a hand pump. I didnt have one and needed to get this done. These pictures were taken with my phone, so they arent the best quality, but I believe they will give you a good idea. Put it in gear, parking brake on. The last thing you want to do is get hurt doing this simple job. They are down inside those two holes. These are from the shift boot, they hold it to the plastic. You really dont need them and Im not sure they could be reused anyway. Once you get that off, youll see how the shifter is attached. I forgot to take a picture of this, but there is a cam bolt that goes through the shifter. Now, thread the nut onto the other side of the bolt. Youll see what I mean when you do it. This will extract the bolt from the shifter. You may have to tap it with something to help get it out, but be careful not to damage the threads. There are 4 phillips head screws holding it to the floor. Now,

using the T30 Torx bit, remove the 3 bolts holding the actual shift mechanism that goes down into the transmission. Be sure not to drop anything, or get any dirt, etc. <http://ouest-acmos.com/userfiles/canon-imagerunner-200l-manual.xml>

I covered mine with a rag just in case. Now its time to crawl under the truck and get to the best part. In the following pic you will see the location of the drain plug on the drivers side of the transmission. Get a bucket or your drain pan ready and remove the drain plug. This is where I carefully used the adjustable wrench, but if you have the proper size it might be better. Now that youve gotten the plug out and the old fluid is draining, take the time to clean the magnet that is part of the drain plug. Here you can see the crap on mine after 135k miles. It does not have to be super tight. Just snug it up and maybe give it a half a turn or so. Now remove the fill plug that is above and to the left of the drain plug. Again I used the adjustable wrench for this. Remember to do this with the fill plug removed. Pour in the first couple quarts. Now when you are pouring in the 3rd, you can either get somebody to watch, or do it slowly. You want to pour the fluid in until it starts to run out of the fill plug. When it does, you can put the fill plug back in and tighten it up. Again not super tight. Youre done with the messy part. Go wash your hands so you dont get youre interior dirty when you get back in the truck. If you have any questions let me know Ill do my best to help. My truck shifts better with the new fluid for sure. It was a little hard to get it into 2nd gear sometimes, but its like butter now. Good luck, Joey Never remove the shifter with the truck in gear, it can cause heaps of problems if you happen to put it back in without lining it up right. You can fill the transmission from below too, there is a fill hole. I didnt have one when I did mine and since I figured a lot of people dont either I took some pics along the way. Sure it might not be the best way, but it works. It only takes about 5 minutes to take the shifter out anyway. I changed mine before towing my race car from CA to Wisconsin and back.

I crawled under the truck after the trip and noticed both plugs were wet with fluid and had a slight leak. I checked them with a wrench and both were less than snugged up. I know I snugged the plugs pretty well when I changed the fluid. I dont believe in over tightening drain plugs either. This time I tightened them more than I usually would and I will keep an eye on them. I dont know what would cause them to get loose but I will make sure to tighten them more than just snugging them up in the future but certainly short of stripping the threads. I am sure they have a torque spec but I have not found it yet. You can fill the transmission from below too, there is a fill hole. Its alot easier than crawling around on my back with some useless handpump. Pretty easy, the only issue is not being certain that the truck is parked in absolutely flat ground if not, it would affect the amount of fluid, but probably not enough to make a difference. Amazing amount of cool gunk on the magnetic plug some of it was like putty. BTW, a 24mm worked great for the plugs. Thanks again, Antonio By continuing to use this site, you are consenting to our use of cookies. Also you have a 2.3 It will never need that much to refill for a change. And I agree with Bob, its a 2.3L Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. To change the transmission fluid in a Ranger, you will need one case of transmission fluid and a transmission service kit. The service kit includes a pan gasket and filter. Raise and support the vehicle on the jack stands, making sure it is high enough to work underneath easily. Place the catch pan underneath the transmission. Take the bolts out of the bottom of the transmission pan but leave two bolts in the front engine side partway in to keep the pan from falling. Remove the last two bolts while holding the pan and tip it slowly in the rear to pour out the oil.

<http://ninethreefox.com/?q=node/11068>

Once the oil is out, clean the pan and the magnet inside the pan with carburetor cleaner and a soft rag. Take the bolts out of the transmission filter and remove the filter and the rubber oring. Replace it with a new oring and tighten the bolts. Make absolutely sure that there is no lint or anything else left in the pan. The smallest piece of material can block a port in the valve body and cause it to

malfunction. Install the transmission gasket on the pan. If an adhesive is desired then use weatherstrip adhesive. Use a small amount, just enough to hold it in place. Do not use RTV silicone since that will squeeze into the oil pan and cause a malfunction. Lift the pan into place and install the bolts. Let the vehicle down. Using a funnel, fill the transmission with 7 quarts of transmission fluid to start. Start the truck and let it run for 2 minutes and then, holding the brake, shift it through reverse and drive, hesitating for 30 seconds in each position. Put the transmission back into neutral. With the engine running and the transmission in neutral, check the fluid and fill as needed. About the Author This article was written by the It Still Works team, copy edited and fact checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. More Articles How to Change Automatic Transmission. How to Replace the Transmission Filter. Torque Specifications for 700R4. How do I Change Transmission Fluid on a. How do I Identify an Automatic. How to Change the Transmission Filter. How to Change the Transmission Oil in. After refill, check oil level. Top off to proper level as needed. How good are they Our synthetic motor oils blow the doors off the highest industry standards.

<https://ggccnet.com/images/brother-300-typewriter-manual.pdf>

Whether it's extreme temperatures, long commutes, towing, hauling, the added stress of a turbocharger or you're simply extending the time between oil changes, our motor oils will keep your 1997 FORD TRUCKS RANGER protected. Also, check out our customer reviews on amsoil.com to make the best choice for your FORD TRUCKS RANGER. Hear from more than 6,000 customers who have experienced AMSOIL lubricants. AMSOIL transmission fluids offer the best protection for your RANGER, even in the most severe driving conditions. Protect your vehicle's transmission from wear, sludge and temperaturerelated problems and drive with confidence. Becoming a Preferred Customer earns you savings, points on purchases and more. Simply shop amsoil.com and add a P.C. membership to your cart before checking out. You will receive an immediate savings on products for your 1997 FORD TRUCKS RANGER. Find a nearby Independent AMSOIL Dealer or retailer using the AMSOIL Locator. Always compare fluids and lubricants that were installed in the vehicle with those replacing them during service. Never install more fluid or lubricant than what is considered adequate according to gradients on dipstick or level of filler hole. Fill and drain locations are for reference only. Failure to perform adequate inspections or obtain proper resolution will limit or negate any liability toward AMSOIL INC. Models introduced midyear may not have the same specifications as those produced earlier. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Manual tranny calls for ATF and though I know many of you will recommend things like redline MTL I know how good the stuff is, used it in other vehicles I am still under warranty and would like to use a Mercon rated ATF as the manual calls for, preferably synthetic, now that things are all broken in. What would you guys recommend.

<http://arcolands.com/images/brother-2920-service-manual.pdf>

What have you manual trans Ford owners used. Thanks I would also look at Amsoil ATF Universal. It will be a little expensive, but worth it. I would highly recommend using a quality rated synthetic ATF. Sounds like you are already on the right path. The older ones that called for Mercon, Irving's Transflo was about the best I came accros for shift quality. Truck now has 345K. As for best, several are very good. Amsoil comes to mind. I tried the MTF in my 09 after about 800 miles and it was very notchy. Dont think the new synchros liked it. Dumped it in about 50 miles for Mobil1 ATF and thats pretty good, but the factory fill was still the best. Even Valvoline doesnt mention fullsynth on their MerconVs anymore. I also like to use full synth TypeF ATF in manuals too. It has to get below zero F up there multiple times during the winter season! Im in a more temperate climate, and even so, plan on going to D4 once the fall is done. A real good idea. ATF is not a real good idea it is not best in any

category. It is acceptable and OK, but that's about it. Not everyone wants to suffer shifting issues by going thicker. Canadian climate has a colder average temp year round so ATF isn't a really a bad choice there. It should never get too warm. For ANY manual transmission or transfer case or differential that requires ATF, a full synthetic ATF is a good 1st upgrade. And, reasonable It was stupid easy maintenance. It did not like the Valvoline at all, MD3 was much better but shifting became notchy after about 10K miles, D4 shifted better than any of them new and has shown no signs of degradation. D4 blows them all away, especially in manual trans, IMHO. I would like to keep it to regular off the shelf products, thanks for the experiences guys but I still have a lot of standing and staring to do in the oil aisle at Canadian Tire lol you guys understand.

Ben; How many miles has the D4 been in there with no degradation I'm trying to get an idea of how long I can leave the D4 in my T56 once I change over. Well I had my option of either Quaker State or Amsoil ATF. I asked for Redline and was told no. Well there would be no warranty if I did. So my tranny has Quaker State regular ATF in. Nothing wrong with it. Shifts just fine. Warranty's up and it's due for a change. I'm going with the Redline D4 this time. Ben; How many miles has the D4 been in there with no degradation I'm trying to get an idea of how long I can leave the D4 in my T56 once I change over. Ben; How many miles has the D4 been in there with no degradation I'm trying to get an idea of how long I can leave the D4 in my T56 once I change over.. Thanks. You may order presentation ready copies to distribute to your colleagues, customers, or clients, by visiting [If your transmission fluid is leaking, it can cause damage to your engine.](#) Manual transmissions consist of internal gears, bearings, and synchronizers that allow the driver to shift gears. Many manual transmissions are lubricated with a heavy petroleum-based oil. When this oil breaks down, its lubricating properties break down, which can make it harder for the driver to get the transmission into gear. Place the wheel chocks around the rear tires. Using the hydraulic floor jack, lift the front of the vehicle one side at a time at the manufacturer's suggested jacking points. Lift it just high enough for you to gain clearance underneath. Place the jack stands under the manufacturer's lifting points and lower the vehicle onto the jack stands. Most of the time, the filler plug is a large bolt located about halfway up the side of the transmission. Using the ratchet and the socket that fits snug on the filler plug, remove the filler plug. Check the fluid level per the manufacturer's specifications from a repair manual. If you don't, then the fluid is low.

If there is fluid at that level, then no additional fluid is needed. Using the fluid pump, add fluid into the transmission through the filler plug. Reinstall the filler plug and tighten it to manufacturer's specifications. Using the floor jack, lift the vehicle one side at a time and remove the jack stand. Then lower the vehicle to the ground. However, if you are not familiar with the type of system your vehicle has or if you are not comfortable replacing the transmission fluid yourself, then you should consult the assistance of a certified mechanic, like one from [YourMechanic](#). If you're in doubt about how frequently to check your transmission fluid, you can look up your car to find out more about when your car needs to be serviced. Get service at your home or office 7 days a week with fair and transparent pricing. Check your inbox to get started. Please consider whitelisting [Autoblog](#). But ads are also how we keep the garage doors open and the lights on here at [Autoblog](#) and keep our stories free for you and for everyone. And free is good, right. If you'd be so kind as to whitelist our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading [Autoblog](#). A drop down menu will appear. The exact text will differ depending on the actual application you have running. It only takes a few seconds. Please follow the instructions below to enable JavaScript in your browser. Extreme pressure. Extreme pressure. Extreme pressure. Extreme pressure. Extreme pressure. Extreme pressure. Extreme pressure. Warrantee Although every care is taken to ensure accuracy and completeness in compiling this data, no liability, other than that which may be not excluded by law, can be accepted for damage or loss caused by any errors or omissions in the information given. By using our services, you agree to our use of cookies. Receive Price Alert emails when price changes, new offers become available or a vehicle is sold.

Yes please Not now Receive Price Alert emails when price changes, new offers become available or a vehicle is sold. Yes please Not now Receive Price Alert emails when price changes, new offers become available or a vehicle is sold. Still, you might be unsure as to when to check, or signs to look for that indicate you need to change your transmission fluid. Our team at Richmond Ford West has put together this guide for our drivers in Glen Allen, Ashland, and Short Pump, so you can know how often you should change the transmission fluid in your Ford model. Lets get started! What Does Transmission Fluid Do. Transmission fluid is essential for many aspects of your vehicle to keep running as healthy as possible. It has many different jobs, including Keeps the parts of your transmission moving Acts as a coolant to your transmission Transfers power from the engine to the transmission Conditions gaskets So, you can see how keeping up with your transmission fluid is vital to keep your gears running smoothly. Signs to Change Your Transmission Fluid There are several signs you can look for to know when your transmission fluid needs to be changed. Many of these signs come from your gears acting oddly, or not working at all, in the worstcase scenario. The first telltale sign to change your transmission fluid is if your transmission is slipping between gears. Also, if you have rough or erratic gear shifts, this is a result of low transmission fluid, as well. Additionally, if your gear shifts are slow or delayed, or just dont shift at all, this is a big red flag that youll need to change your transmission fluid, too. To avoid any of these situations, its important to check your Fords transmission fluid periodically. You can do this by pulling the transmission fluid dipstick usually marked ATF and checking that its at the right fluid level. You can also check where your car was parked for any dark red or almost brown stains that signify a leak.

When to Change Transmission Fluid Its recommended to get your transmission fluid changed once every 30,000 to 60,000 miles or, once every two to four years. However, this is just the suggestion for the average driver. There are other factors that may require you to change your transmission fluid more often, say every 15,000 miles or so. Where to Get Your Fords Transmission Fluid Changed If you are in the areas of Glen Allen, Ashland, or Short Pump, contact our service department at Richmond Ford West to set up your appointment to have your transmission fluid changed. Our highly trained Ford auto technicians can take on any maintenance issue you present, and will be happy to get your Ford vehicle running like new. Want to learn more about Ford transmissions. Check out our article on continuously variable transmissions vs. All vehicles are subject to prior sale. Please upgrade your browser to improve your experience. In an automatic transmission, this fluid also serves as a coolant and a viscous fluid that transmits power from the engine to the transmission. Automatic transmissions use something called — shockingly — automatic transmission fluid. Manual transmissions use a variety of oils regular motor oil, heavyweight hypoid gear oil or even automatic transmission fluid in some cases. Your owners manual will tell you what your transmission calls for. Under heavyduty use, some manufacturers suggest changing transmission fluid every 15,000 miles. Changing it more often does no harm. This contamination occurs over time as the synchronizers, bearings and gears in the transmission wear out. The resulting metal particles then float around in the lubricant. And we all know that oil with microscopic particles of metal in it does not lubricate as well as clean oil. So if these contaminants are not drained out, they will shorten the life of your transmission. If these contaminants are not drained out, they will shorten the life of your transmission.

This will shorten the transmissions life. The result could be a hefty boat payment to your mechanic. In other words, changing your transmission fluid at the correct interval is a good investment. The ring on the right is red to match the automatic transmission fluid, the level of which this dipstick measures. Letting your car run low on transmission fluid can cause the transmission to shift improperly — or not at all. It also can harm the internal parts of your transmission, which will not be properly lubricated. Unfortunately, you may not hear any noises or have other clues that your transmission is low on fluid, until its too late. So its important to get it checked. A few thoughtful manufacturers have included a dipstick, but thats the exception rather than the rule. If you own a

car with a manual transmission, we suggest that you ask your mechanic to check the fluid level when your car is up on the lift during an oil change. It takes just a minute. Be careful not to make the common mistake of confusing the transmission dipstick with the crankcase dipstick. We suggest that you check your owners manual, however, since some manufacturers may have a different procedure. So if youre low on transmission fluid, you almost certainly have a leak.

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