97 ford ranger manual transmission removal

File Name: 97 ford ranger manual transmission removal.pdf
Size: 3895 KB
Type: PDF, ePub, eBook
Category: Book
Uploaded: 22 May 2019, 17:52 PM
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Book Descriptions:

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As the transmission ages, gears can wear and the external seals can begin to leak. The transmission must also be removed in order to service the clutch, as well as the rear main seal. Preparation Step 1 Disconnect the ground cable from the negative battery terminal, by loosening the retaining bolt and pulling the clamp off the negative post. Step 2 Lift the vehicle according to instructions listed in the owners manual and support using jack stands underneath the frame or axles. Step 3 Remove the gear shifter from the top of the transmission, by removing the bolts that secure it. Step 4 Cover the opening in the top of the transmission to prevent contaminants from entering the case. Separate the clutch master cylinder push rod from the clutch pedal by removing the retaining clip and disengaging the pushrod from the pedal. Remove the Driveshaft Step 1 Use paint to mark the relationship between the driveshaft and the rear axle flange. You will be removing the driveshaft and it must be reinstalled in the same relative position to minimize driveline vibrations. Step 2 Remove the Ubolts or retaining straps that secure the rear universal joint to the rear axle yoke. Step 3 Slide the driveshaft forward slightly to disengage the universal joint from the rear axle yoke. Step 4 Lower the universal joint until it can pass freely underneath the rear axle, then slide the driveshaft rearward until it disengages from the transmission. Remove the driveshaft from the vehicle. Remove the Starter Motor Step 1 Disconnect the dust shield and slave cylinder from the clutch housing and secure it out of the way using a plastic wire tie. Step 2 Label and disconnect the wires attached to

the starter motor. Step 3 Remove the bolts that connect the starter motor to the engine block, and remove the starter motor from the vehicle. Label and disconnect the backup light wiring harness. Remove the Transmission from the Vehicle Step 1 Place a transmission jack underneath the transmission.http://diamondmelle.com/includes/multimedia/cmsfiles/eppendorf-mastercycler-nexus-gradient-manual.xml

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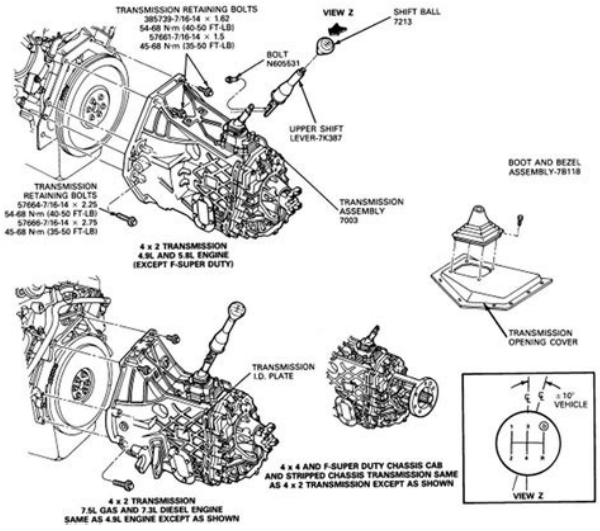
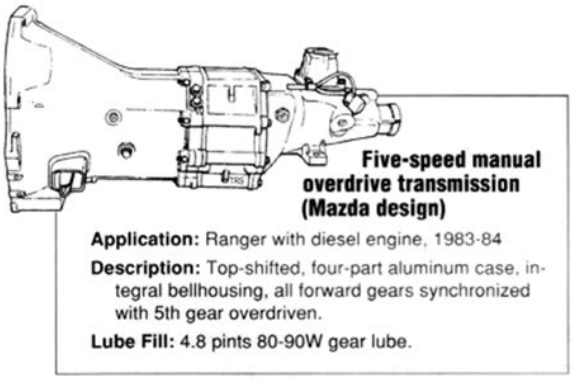


Raise the jack until it is supporting the weight of the transmission. Step 2 Remove the bolts that connect the engine to the transmission. Step 3 Remove the bolts that secure the transmission to the engine. Step 4 Remove the bolts that secure the transmission to the transmission crossmember. Step 5 Remove the bolts that connect the transmission crossmember to the vehicles frame. Step 6 Remove the transmission crossmember from the vehicle. Step 7 Slide the transmission rearward until the front of the transmission housing disengages from the locating pins on the engine block. Lower the transmission and remove it from the vehicle. Tip Place a wooden block on a floor jack position it underneath the engine oil pan. Raise the jack just enough to support the rear of the engine while youre removing the transmission. Warning Always follow the manufacturers instructions listed in the owners manual when lifting or lowering a vehicle. Failing to do so could result in injury or death. Always use a dedicated transmission jack when removing a transmission from a vehicle, and secure the transmission with a safety chain. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. Photo Credits HowdeeDoodat creativecommons.org More Articles How to Replace Transmission Mounts in a. How to Remove the Transmission in a GMC. How to Remove a Corvette C4 Drive Shaft How to Change the Transmission Oil on a. How to Replace a TCC Solenoid on a 2000. How to Reset the Shifting Solenoid on a. If you look at it, it is white. The clutch tool is every expensive if you can find it. The same thing can be accomplished with a screwdriver. Place the flat head screw driver on the plastic ring. Using a hammer, gently tap it. I dont know how to explain the amount of force needed but hitting it too hard will damage the connector. However it will take some force to get the plastic ring to be depressed. Tap one side with the screwdriver then tap the other.http://www.biomedtech.si/vsebina/eppendorf-mastercycler-gradient-service-manual.xml

Apply slightly greater force each time that you change sides. The plastic ring will disappear into the connector. When that happens, tug on the line and it will come out. To reinstall press it in till you hear it click. Nathan I need to change driver side motor mount, the front wheel Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. 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. This weekend I am going to replace my clutch and slave cylinder. From what I can tell the slave is leaking fluid on the clutch and causing it to slip. I think this because the master cylinder has nearly run out, the clutch slips and produces no burning clutch smells besides burning brake fluid. All in all it looks like a pain in the ass to remove the transmission on this 4.0 4x4 manual so I am replacing the slave, entire clutch kit, and flywheel while I have it apart. My concern is that the exhaust is very close to the bellhousing. Does the exhaust need to be removed past the headers. I can see the bolts, but theyre so rusty they dont even look like bolts any more. Also. I assume with my luck the rear main crank seal should be replaced. A co worker said he has a used a curved pick to pull the seal out. Should this method work without damaging anything if I am careful If you wiggle and twist the trans enough, and to the right angle, itll come up and over the Y pipe, but it does take quite a lot of force. You can loosen the motor mount nuts to allow the motor to lean back a little, this will lower the Y pipe some and will give the bellhousing more room to squeeze through. If this is your first time doing it, I would recommend you at least disconnect the Y pipe from the manifolds. If you have an impact wrench, itll make that part 1000x easier. Just hope you dont break one of the studs.

Do you have any ratcheting wrenches. For the rear main seal, a curved pick will work fine. Just from looking at the exhaust bolts I can see there is a high probability that the damn things are going to snap. Monday night I put the truck up on jacks and blasted every bolt and nut with PB blaster I could see on the drivetrain hoping it would make the job a bit easier. I bought this truck about 4 years ago from an Ohio dealer then found out it was a Wisconsin owned truck, so the under side is nice and surface rusty like a mofo. Anything under the rockers gives me nightmares. So if at all possible I will leave the exhaust as be. When I pulled the bed off my last ranger i hit the bolts with PB blast 3 days in a row. What a difference it really makes. Beg, borrow, steal, or rent an oxy torch and get the manifolds cherry red around the ypipe bolts while a second person takes them out. This weekend I am going to replace my clutch and slave cylinder. From what I can tell the slave is leaking fluid on the clutch and causing it to slip. I think this because the master cylinder has nearly run out, the clutch slips and produces no burning clutch smells besides burning brake fluid. All in all it looks like a pain in the ass to remove the transmission on this 4.0 4x4 manual so I am replacing the slave, entire clutch kit, and flywheel while I have it apart. My concern is that the exhaust is very close to the bellhousing. Does the exhaust need to be removed past the headers. I can see the bolts, but theyre so rusty they dont even look like bolts any more. Also. I assume with my luck the rear main crank seal should be replaced. A co worker said he has a used a curved pick to pull the seal out. Should this method work without damaging anything if I am carefulSorry to say it, but it took me 2

days trying to get the tranny to come off. But you dont have to take the whole exhaust system off. Just unbolt or PB blast the y pipes from the the headers to the cats. Made life a lot easier.



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Once I got those off, it just slipped right out. Only snapped one bolt skidplate. Looks like I can remove y pipes then cut exhaust before axle and drop the exhaust for sanity sake and just put a glass pack and turn down or just a turn down until inspection. So far it looks like the rusty shnit is out out of the way. Time for some Beg, borrow, steal, or rent an oxy torch and get the manifolds cherry red around the ypipe bolts while a second person takes them out.Sorry to say it, but it took me 2 days trying to get the tranny to come off. But you dont have to take the whole exhaust system off. Just unbolt or PB blast the y pipes from the the headers to the cats. Made life a lot easier. Once I got those off, it just slipped right out.Anything past that on the exhaust is.You cant even recognize it as a bolt. Thus I will try to unbolt the Y pipes and drop the exhaust after I cut it just before the axle. I dont think I can remove the entire exhaust past the manifolds as one piece so Ill just chop before the axle. No way I can finangle the muffler and tail pipe out above the rear end. Besides, Ive always liked having the exhaust shoot out the side right in front the rear wheels for some reason. White trashlicious. Blasted them with pb blaster again today. I am not in a huge hurry because I have a borrowed car from the parents so that I dont have to spend more money basically, its a focus, its convenient as heck. Also, the new slave cylinder came with a plastic hydraulic line removal tool. Ill have to get a metal tool at least. Almost need 3 hands, but its possible. They itll slide right off. Beg, borrow, steal, or rent an oxy torch and get the manifolds cherry red around the ypipe bolts while a second person takes them out.I would have used my little torch I keep around for this kind of stuff but it just looks like such an iffy area to be playing with fire.

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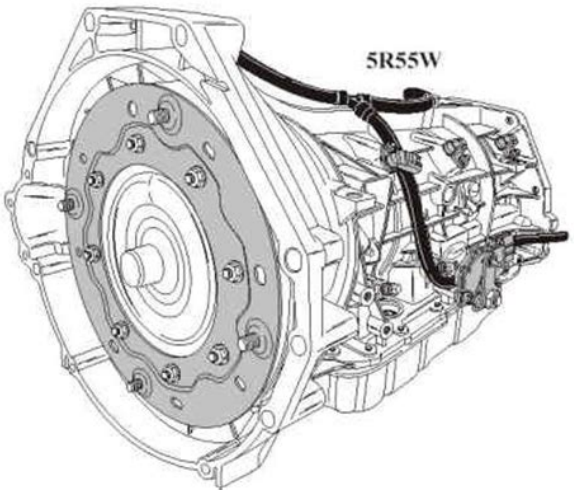

I took a breaker bar with an extension the bolts tonight and they will not budge even after using pb blaster the last few days. Im worried about snapping or stripping one of these bolts. I would be pretty screwed then. Even with the trans lifted up with a jack it looks like a huge bitch to get the transmission over the pipes. Time for some I work in a body shop so I do have access to a torch. I think Ill have to borrow a fire extinguisher at the same time. I havent taken a look at the motor mounts, or the cab mounts. Im hoping the motor mounts would be coated in oil like the starter bolts because of my leaking rocker covers, I may go that route. Ive spent half my time under the truck just looking and thinking about my options.This shitty thing is I could use the car lift at work but we only have one lift and I dont want my damn problem stuck in the shop.because it would be my damn problem all day every day until its fixed. By continuing to use this site, you are consenting to our use of cookies. To switch from what was installed at the factory, youd need to replace the radiator, Engine Computer, wiring harness, steering column, coil springs, brake system combination valve, instrument cluster. To say it more clearly, while it is possible to do this type of modification, it is very involved and timeconsuming. Most shops and mechanics wont even do it because of all the unknowns and potential problems they can run into. They cant plan for all the unexpected things that can go wrong so they cant include them in an estimate. They know you wont be happy if there are minor annoyances afterward that cant be ironed out, and its the shop youre going to be unhappy with. The only time a mechanic might try to do a huge job like this is for themselves when they dont have to account and charge for their time. Started The Truck And There Was A Grinding Noise So I Cut It Off It Was Late So I Went.

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After Removing The Transmission To Replace The Clutch Slave Cylinder, I Am Unable To Get The Transmission Close Enough To The Bell Housing. Hi, I Have A 1998 Ford Ranger 4cy, 2wd, Aprx 118,000 Miles. It Ran Good Before It Stopped Going Into Reverse. I Was Thinking About. While the Ranger was a wellbuilt truck, there are a few issues Ford Ranger owners note with their clutch system. Since we sell quite a few clutch kits for the Ford Ranger, weve decided to offer a quick troubleshooting guide for Ranger clutch problems.Basically, the hydraulics are not working, so the system will not work.If low, top off the system and test the clutch pedal. Next, check for leaks along the hydraulic lines. If discovered, identify and replace the bad lines or seals. Then, bleed the clutch system to get any air out. Even the smallest amount of air in the lines can prevent proper operation. If none of these helped, the slave cylinder, master cylinder, or both likely need to be replaced.Adjustments to the master cylinder push rod may be necessary to provide the proper clutch pedal free play.Weve got quite a few kits for the Ranger. If you need help choosing the right kit and are wondering whether or not to replace your flywheel, give us a call. Also, depending on the kit you buy, a new slave cylinder is often recommended.If this doesnt work, you must remove the master cylinder and bench bleed it.Check at the firewall where the master is mounted for signs of leaking first. This will indicate a bad master cylinder seal. Check along the lines as well. Slave cylinder leaks aren’t likely to cause this as a stand alone issue. Still, if there’s no fluid in the lines and no other cause is identified, it could be the slave cylinder.Thanks to this, we get to spend some time talking to Ranger owners about their clutch system problems. If you have any further technical issues, feel free to contact us. Website Design by Technetium. This article is about the American Ford Ranger.

For the models sold internationally, see Ford Ranger international. Introduced in early 1982 for the 1983 model year, the Ranger is currently in its fourth generation. Developed as a replacement for the Mazdasourced Ford Courier, the model line has been sold across the Americas; Ford of Argentina began production of the Ranger for South America in 1998.For the 2019 model year, Ford introduced a fourth generation of the Ranger after a sevenyear hiatus. The first midsize Ranger in North America, the fourthgeneration Ranger is derived from the global Ranger T6 to fulfill North American design requirements.Ford of Argentina has produced Rangers in its General Pacheco facility since 1998; since 2012, the facility has produced the global Ranger T6.Following the rise of the compact truck segment during the 1960s, Ford entered into a partnership with Mazda to market the Mazda B1800 in North America; the Courier would become the first of several jointly manufactured vehicles between the two companies from the 1970s into the 2000s. In 1977, the Courier and B1800 later B2000 were redesigned with a larger cab, redesigned pickup bed, and tailgate.To avoid the 25% Chicken tax on imported trucks, both vehicles were imported as cabchassis trucks taxed at 4% tariff. Following their importation to United States, pickuptruck beds shipped separately from Japan were installed before shipment to dealers.From 1993 to 2004, production also was sourced from Edison Assembly in Edison, New Jersey. For its entire production run until 2011, the Ranger was produced at Twin Cities Assembly Plant in St Paul, Minnesota. The final 2012 Ranger produced on December 16, 2011, ended 86 years of production at Twin Cities Assembly as well as the production of all compact pickups in the United States.During the 1990s and 2000s, Mazda adopted a badgeengineered version of the Ranger, for their BSeries nameplate the reverse of the Ford Courier produced by Mazda.

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For 1991, the Ford Explorer SUV was derived from the facelifted Ranger, sharing its front fascia, chassis, and interior components.A threepassenger bench seat was standard, with various types of bucket seats offered dependent on trim level.In 1986, the instrument cluster was revised, allowing the fitment of a tachometer. To streamline production, the Ranger shared interior components with other Ford vehicles, sharing the steering column, door handles, and window controls from the Ford

Escort, Ford FSeries, and Ford Bronco; nearly the entire drivers compartment of the Ford Bronco II was directly sourced from the Ranger.While still largely a work truck, the Ranger XL offered colorkeyed trim, floor mats, and chrome bumpers.Sharing no body panels with its predecessor, the redesigned Ranger shifted from a smallerproportioned FSeries to a more aerodynamic design, no longer sharing its front fascia with the Ford Explorer. For the first time in the compact segment, the Ranger offered a stepsidestyle bed with the Ranger Splash.Two wheelbases were carried over from the previous generation 107.9 inches short bed, 113.9 inches long bed, with the SuperCab lengthened to 125.2 inches 0.2 inches longer.In line with the Aerostar and Explorer, the Ranger adopted more aerodynamic body contours, with flushmounted door glass, a lower hoodline, taller and wider doors exterior rain gutters were eliminated, in line with the Ford Taurus ; sideview mirror brackets were eliminated. In a major departure from other compact pickup trucks, the cab was widened nearly three inches, matching the midsize Dodge Dakota in width.Distinguished by a revised grille common for both rearwheel drive and 4x4 Rangers, the 1995 Ranger shared its dashboard with the secondgeneration Explorer, with more ergonomic controls and a double DIN radio head unit.For 1995, all Rangers adopted a fourhole grille. The base Ranger S meant largely for fleets was discontinued, with the XL becoming the standard Ranger trim.

Alongside the standard XL was the XL Sport, Splash, XLT, and STX.Alongside the FlareSide pickup bed, the Splash was fitted with a lowered suspension 1 inch in rear, 2 inches in front for 2WD versions; all versions were fitted with 4x4 Ranger grilles.In line with the larger F150 and Super Duty trucks, Super Cab Rangers gained rearhinged doors for 1999, becoming the first model line in the compact truck segment to do so.Ford of Argentina introduced a crewcab variant of the Ranger for South America in 1998; the Ford Ranger EV was the first electric vehicle produced by Ford in the United States. The Ford Explorer Sport Trac midsize pickup truck shared its wheelbase and some components with the Ranger.The same year, the Ranger adopted the overheadcam version of the 4.0L V6 originally introduced in the Explorer.With the exception of a passengerairbag lockout switch, the interior saw little change since its 1995 redesign.For 2001, the front fascia was redesigned with a new grille and headlamps; the amber turn signals were deleted from the taillamps. The rear of the Ranger underwent several changes, with larger taillamps and a Ford Blue Oval centered in the tailgate. For the first time since 1989, the Ranger fender badging was redesigned with a larger design.After 2007, the STX was discontinued, with 2009 serving as the final year for the FX4 produced in 2010 for Canada.The twodoor standardcab configuration is no longer produced; all examples are SuperCabs or SuperCrews. While Ford Argentina produced crewcab Rangers during the 1990s and 2000s, this is the first Ranger offered with four full doors in the United States and Canada effectively succeeding the Ford Explorer Sport Trac . For the first time, no V6 engine nor any manual transmission is offered; a 2.3L turbocharged inline4 and a 10speed automatic is the sole powertrain offering as of 2020 production.Originally fitted with leadacid batteries, Nickel metal hydride NiMH batteries were introduced for 1999.

While using the frame of a 4x4 Ranger, the Ranger EV was rearwheel drive with a rearmounted driveline. It is also the only rearwheel drive Americanproduced Ford fitted with a de Dion rear suspension. Externally, the Ranger EV is primarily distinguished from a standard Ranger by its grille; the Ranger EV has a grillemounted charging port on the right third of its grille.While most fleetleased Ranger EVs were returned to Ford after the end of the lease and dismantled, some Ranger EVs leased by individuals were purchased and remain in use.For Mazda, whose 19861993 Bseries had struggled in North America, the new Bseries was a variant of one of the highestselling compact trucks.Separate from the Ranger, the Mazda Truck received what would be its final exterior update; on a redesigned front fascia, the Mazda badge was centered into the grille. After 2007, the B3000 was discontinued Ford ended production of the 3.0L Vulcan V6 within a year. As Mazda

North America began to shift away from pickup truck sales, the Mazda Truck was withdrawn from the United States after the 2009 model year; leftover production was sold in Canada for 2010.By November 1997, supply was increased with both diesel and gasoline engines, twowheel and fourwheel drive, and different levels of equipment. After two years of local production, Ford of Argentina introduced a redesigned version of the Ranger for 1998.For 2004, both versions were given the same grille though Argentineproduced versions were designed with projectorstyle headlamps.Exclusive to South America, the update replaced the hood, front fenders and bumper with a more aggressive design; to allow for a more aggressive stance, large wheel arches were included. For the first time, the Ranger adopted the Ford threebar corporate grille; the door handles were redesigned, shifting to a loopstyle design. The interior was largely unchanged, as were the powertrain offerings.

Designed by Ford of Australia, the Ranger T6 consolidated the Ford and Mazdabased versions of the Ranger onto a single platform sold globally, introduced to North America for 2019.Archived from the original on December 16, 2011. Retrieved August 8, 2010. June 16, 1994. Retrieved July 12, 2016. Retrieved June 20, 2019. Retrieved May 14, 2009. Retrieved January 5, 2010. Retrieved January 5, 2011. Retrieved January 7, 2020. By using this site, you agree to the Terms of Use and Privacy Policy. Our payment security system encrypts your information during transmission. We don’t share your credit card details with thirdparty sellers, and we don’t sell your information to others. Please try again.Please try again.Show details In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Please try your search again later.Length 230mm.In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. To calculate the overall star rating and percentage breakdown by star, we don’t use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. tiger 5.0 out of 5 stars Oh, and make sure you back off the bleeder to remove the pressure on the coupling before you even try. Otherwise it is like trying to take the nozzle off of a garden hose with the pressure on. It dont work.