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AHG Auto Service Make Ford What type of transmission fluid does a Ford f250 Super Duty use? The Ford F-250 Super Duty uses different types of automatic transmission fluid (ATF) depending on the model and year. It is important to use the correct type of ATF to ensure proper functioning of the transmission. To determine the specific type of transmission fluid for your Ford F-250 Super Duty, it is recommended to consult the owners manual or contact a Ford dealership for accurate information. According to the search results, Advance Auto Parts offers a range of automatic transmission fluid products for the Ford F-250 Super Duty, starting from as little as \$9.99. It is advisable to use parts and products from trusted brands like FRAM and Motorcraft. If you are looking for more detailed information about changing the transmission fluid in your Ford F-250 Super Duty, you may find the article titled Ford F150 F250: Change Your Transmission fluid in your Ford F-250 Super Duty, in the cardinary of the transmission fluid in your Ford F-250 Super Duty, you may find the article titled Ford F150 F250: Change Your Transmission fluid in your Ford F-250 Super Duty, you may find the article titled Ford F150 F250: Change Your Transmission fluid in your Ford F-250 Super Duty, you may find the article titled Ford F150 F250: Change Your Transmission fluid in your Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F150 F250: Change Your Transmission fluid in your Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled Ford F-250 Super Duty, you may find the article titled F-250 Super Duty, you may find the article titled F-250 Super Duty, you may find the article titled F-250 Super Duty, you may find the article titled F-250 Super Duty, you may find the article titled F-250 Super Duty, you may find the article titled F-250 Super Duty, you may find the article titled F-250 Super Duty, you may find th transmission fluid in a 2012 F-250 Super Duty diesel. Remember to consult the owners manual or contact a Ford dealership for the most accurate and up-to-date information regarding the type of transmission hold? Automatic transmission: 16.7-17.4 quarts for the 2011-2016 models and 17.4 or 18.1 quarts for 2017-2020. How many quarts of transmission fluid does a 2006 Ford f250 Super Duty take? 9 quarts For Automatic Transmission: 5R110W.MLVMixing Mercon LV and Mercon SP in the torgshift automatic transmission is acceptable. When adding or replacing transmission fluid in a vehicle with a torqshift automatic transmission, use Mercon LV fluid. Capacity: 5 speed 5R110W Total Fill 19 quarts. Can I use Mercon V transmission fluid? It's suitable for most Ford, Lincoln and Mercury passenger cars and light-duty trucks (except those specifying Mercon SP, Mercon ULV or Type F fluids), as well as most pre-2006 GM vehicles and many imports. What transmission fluid does a 6.7 Powerstroke take? Motorcraft XT-10-QLVC Transmission fluid the same? In short, the answer is no, and its why you want to use an OE approved fluid specific to your car. Dexron fluids are used by GM. Ford and Mazda designed their transmissions for Mercon. Other import brands like Honda (DW-1) and Toyota (ATF Type-T) have their own specific fluid too. What kind of transmission fluid does a 2001 f250 Super Duty take? Valvoline Mercon V ATF. What transmission fluid for 2002 f250 super duty? STP Mercon V Automatic Transmission Fluid 1 QuartNotes: 1 guart.What type of ATF does Ford use?MERCON transmission fluids undergo extensive testing, both in the lab and in real-world conditions, to ensure they provide optimum performance and durability. MERCON fluids are the only fluids approved by Ford Motor Company for their recommended application.What type of transmission fluid for 2006 Ford f250 Super Duty?On the 2006 Ford Truck F-250 with the V8-5.4L engine, the correct automatic transmission fluid in a diesel?Yes, but dont over do it. ATF is a great injector cleaner. Diesel is an oil, but it can gum up the injection system. The ATF will scrub the inside clean. In short: The key is to choose the right quantity, quality, and type of lubricant you will use. There are manual transmission fluids. Manual transmission API GL standards they must meet. The viscosity of the manual transmission fluid This information is usually found in the owner's manual. If there is an emergency and you do not know which transmission fluid you should use, you can use a SAE 75W-90 fluid, and your transmission will be safe until you can buy the right one. Nowadays, there are almost no fluids with only one type of viscosity. Those fluids are called monograde oils. You can find monograde oils that go from SAE 75 to SAE 140. You will usually find multigrade oils. Multigrade oils can flow as if they had 2 different viscosities since they can be exposed to both low and high temperatures. Because of this, the oil can flow efficiently in both cold and hot temperatures. Here are some examples of multigrade oils: SAE 75W-80, SAE 75W-90, SAE 80W-90. API GL standards You can usually find this information in the owner's manual. If there is an emergency and you do not know which kind of oil you need, you can use a GL-4 oil until you can buy the right one. Manual transmission fluids meet different API GL standards. The ones currently commercialized are API GL-4 and API GL-5 (the latter is not so common and does not work as a replacement for GL-4). These standards will indicate the properties of the lubricants and we should take them into account when we choose the oil we will use for a refill. If the recommended standard for your F-250 is GL-4, you should use a GL-4 oil; this way the bronze synchronizers of your transmission fluidAutomatic transmission fluidAutomatic transmission fluids are usually called ATF. They are typically red or green to distinguish them from other types of oils. You must always use the type of oil recommended in the owners manual of your F-250. If there is an emergency and you do not know which oil you should use, you can use the following list as a guide. What happens if I do not use the recommended oil for my F-250? Over time, the transmission may get damaged. You will not notice it right away, but you will surely see this after a few thousand miles. You may also notice that the car jerks when you accelerate.Your cars fuel consumption may also be increased due to using the wrong type of oil. The ATF oils currently used are: Dexron III: It was used until 2005. It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability, an excellent performance even with low temperatures, and it is a great antioxidant.Mercon V: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability, an excellent performance even with low temperatures. Jeep, Chrysler, and Dodge cars. The +3 fluid is oil-based, while the +4 fluid is synthetic. The ATF+4 can also be used in most Dodge, Plymouth, BMW, Mercedes, Volkswagen, and Jeep cars. Highly Friction Modified ATF: This fluid is mainly recommended for Honda, Acura, Toyota, Jeep, Lexus, and Saturn cars with automatic transmission. SP-II, SP-III, SP-IV: These are special oil types for Mitsubishis automatic Toyota Cars.DSG fluids: They use created for DSG transmissions of multiple clutches immersed in oil.CVT fluids: These lubricants were designed for CVT transmissions. Have you found an error in this guide? Let us know Joined: Sep 2013 Posts: 1,031 Likes: 13 I've only used Valvoline Max Life in mine. Have for the last 80K miles. Two full changes of it. Joined: Jun 2006 Posts: 1,589 Likes: 18 I put Royal Purple synthetic ATF in my X at 60K miles. Have 147K on it now with no problems. Will run to 160K then change. I tow a 6K lbs. go fast boat in the summer and a 10K lbs. Bri-Mar dump trailer. Just as red as the day I put it in and no burnt smell. My 6.0 is SCTcPCM and Ed Steffan FICM tuned. Tranny has 4.5 quart increased capacity aluminum pan. Ed Joined: Feb 2011 Posts: 8,237 Likes: 148 From: L.A. (Lower Alabama) I just use the Motorcraft SP. Ive heard from many knowledgeable people and seen in Ford promotional materials that the LV is a suitable for some reason. Because my owners manual says SP, Ill just stick with that for now. Mark K (an engineer involved in the development of this trans and an FTE member) has said a couple of times the LV is good as well as the MaxLife so in a pinch I wouldnt hesitate to use either of those, but I plan to stick with the SP until its no longer available. As far as other manufacturers, Im confident many of the big name brands are quality products, discount brands maybe not. I worry the boutique brands sometimes get too smart for their own good so ill just stick with the Motorcraft stuff. Fleet Owner Joined: Nov 2003 Posts: 27,292 Likes: 3,213 The SP was not really ever targeted to be phased out. That is just an internet myth. There are a few transmissions still out there that take ONLY the SP. I stick w/ SP also. 206k miles and absolutely no transmission issues. Fluid replacements (series of 3-4 drain
and refills, along w/ filter changes) every 30k miles. Joined: Jul 2005 Posts: 13,825 Likes: 20 From: Middle Tn. Quote: Originally Posted by bismic The SP was not really ever targeted to be phased out. That is just an internet myth. There are a few transmissions still out there that take ONLY the SP. I stick w/ SP also. 206k miles and absolutely no transmission issues. Fluid replacements (series of 3-4 drain and refills, along w/ filter changes) every 30k miles. I agree with Mark. On my 05 I did a fluid change at 15,000 and fluid and filter every 30,000. Never had an issue. Fleet Owner Joined: Nov 2003 Posts: 27,292 Likes: 3,213 I gotta admit - I am just following Tim's lead (npccpartsman) - not going to go wrong doing that! Joined: Nov 2018 Posts: 7 Likes: 0 I've run MaxLife in many of my customer's and personal 5R110's over the years The type of transmission fluid that a Ford F250 takes depends on the specific model and year. However, according to the search results, there are two fluids identified by Ford for the 5R110 transmission: Mercon SP and Mercon LV, and they are compatible and can be mixed. It is important to consult the owners manual or contact a Ford dealership to confirm the specific type of transmission fluid required for your Ford F250 model and year. How many quarts does a Ford f250 transmission take? Ok depending on the size of the trans cooler the total fluid would be between 17 or 18 quarts. Just dropping the pan you would only use about 6 to 8 depending on how long the pan was off. The way to fill is to drain the and than put 5 quarts in and start truck than start checking the fluid and adding till full. How many guarts of transmission fluid does a Ford transmission fluid does a Ford transmission fluid capacityTransmission fluid capacityTransmission fluid capacityTransmission fluid and adding till full. How many guarts of transmission fluid does a Ford transmission fluid capacityTransmission fluid capacityT real-world conditions, to ensure they provide optimum performance and durability. MERCON fluids are the only fluids are the on transmission fluid does a 2005 Ford f250 diesel take? Automatic Transmission Fluid Mixing Mercon LV and Mercon SP in the torgshift automatic transmission fluid in a vehicle with a torgshift automatic transmission, use Mercon LV fluid. Capacity: 5 speed TorgShift Total Fill 19 quarts. Is dexron and MERCON transmission fluid the same? In short, the answer is no, and its why you want to use an OE approved fluid specific to your car. Dexron fluids are used by GM. Ford and Mazda designed their transmissions for Mercon. Other import brands like Honda (DW-1) and Toyota (ATF Type-T) have their own specific fluid too. What type of transmission fluid for 2006 Ford f250 Super Duty? On the 2006 Ford Truck F-250 with the V8-5.4L engine, the correct automatic transmission fluid the same? In short, the answer is no, and its why you want to use an OE approved fluid specific to your car. Dexron fluids are used by GM. Ford and Mazda designed their transmissions for Mercon. Other import brands like Honda (DW-1) and Toyota (ATF Type-T) have their own specific fluid too.Is Mercon the same as ATF?Valvoline Mercon V ATF is the conventional automatic transmission fluid that has been uniquely engineered to extend the life of automatic transmissions in vehicles that specify all Mercon V and additional Mercon applications. How much transmission fluid 16.3 qt (15.4 L)4Front axle wheel bearing oil (8500 lb axle)67 fl oz (177207 ml)Front axle wheel bearing oil (all except 8500 lb axle)1213 fl oz (355385 ml)Rear axle (S-140)(13.5k, 17.5k, 19k single speed)19 pt (9.0 L)4 When it comes to selecting the right transmission fluid for your Ford F-250, the choice is not just about filling a tank; it's about ensuring the heart of your truck beats at its best. Imagine a fluid that could make or break your vehicle's performance. So, how do you navigate through the myriad of options available and decide what's best for your truck? Let's unravel the complexities and guide you towards making an informed decision that could impact your Ford F-250's performance and longevity. Key TakeawaysRefer to Ford's specifications like Motorcraft MERCON V ATF or MERCON LV ATF.Avoid generic or universal fluids to meet Ford's standards.Consider driving conditions, towing frequency, and temperature extremes.Synthetic fluid level and condition for optimal transmission function.Importance of Transmission FluidMaintaining appropriate fluid levels is necessary for the smooth operation of your Ford F-250. Transmission fluid serves as a lubricant, ensuring that all the intricate components within your vehicle's transmission system can move freely without overheating or causing excess friction. Without sufficient fluid, these parts can grind against each other, leading t premature wear and potential damage to the transmission. Regularly checking and changing the transmission fluid according to your vehicle's maintenance schedule is essential in preventing costly repairs down the line. In addition to lubrication, transmission fluid also plays a crucial role in cooling the transmission system. As your Ford F-250 travels long distances or hauls heavy loads, the transmission can generate a significant amount of heat. The fluid absorbs this heat and carries it away from the transmission, helping to maintain best operating temperatures. Types of transmission, helping to maintain best operating temperatures. and the differences between synthetic and conventional options is essential for maintaining your truck's transmission system. These factors play a significant role in ensuring smooth gear shifts and overall performance. Fluid Viscosity Levels Choosing the right viscosity level for your Ford F-250 transmission fluid is essential for peak performance and longevity of your vehicle. When selecting the fluid viscosity for your transmission, keep the following factors in mind: Temperature Range: Consider the climate in which you primarily drive your Ford F-250. The transmission fluid viscosity should be suitable for the temperature extremes in your area. Driving Conditions: If you frequently tow heavy loads or engage in off-road adventures, opt for a transmission fluid with a viscosity level that can withstand the additional stress. Manufacturer Recommendations: Refer to your Specific model. Synthetic Vs. ConventionalWhen deciding between synthetic and conventional transmission fluids are engineered in a lab to provide enhanced lubrication, stability, and protection compared to conventional fluids. They offer betteen synthetic transmission fluids are engineered in a lab to provide enhanced lubrication, stability, and protection. resistance to heat, oxidation, and viscosity breakdown, which can prolong the lifespan of your transmission components. Additionally, synthetic fluids flow more smoothly in cold temperatures, ensuring peak performance during winter months. On the other hand, conventional transmission fluids are derived from crude oil and are generally less expensive than synthetics. While they may meet the basic requirements for your Ford F-250, they mightn't offer the same level of performance benefits as synthetic fluids. Ultimately, the choice between synthetic fluids. your vehicle.Conventional Transmission FluidConventional transmission fluid is a standard choice for maintaining your Ford F-250's transmission system. It's crucial to grasp the benefits and considerations that come with using this type of fluid for your vehicle.Affordability: Conventional transmission fluids are generally more cost-effective than synthetic alternatives, making them an appealing option for those looking to save on maintenance expenses. Readily Available: You can easily find conventional transmission fluid at most auto parts stores and service centers, making it conventional transmission fluid at most auto parts stores and service centers. 250 for regular daily driving without extreme conditions, conventional transmission fluid for your Ford F-250, take into account these factors to ensure peak performance and longevity for your vehicle. Synthetic Transmission fluid for your transmission fluid for your transmission fluid for your vehicle. FluidConsider upgrading to synthetic transmission fluid for your Ford F-250 to enhance performance and longevity beyond what conventional fluid can provide. Synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic
transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives and synthetic transmission fluid is formulated with advanced additives advanced additives advanced additives advanced additives advanced advanced advanced advanced advanced advanced advance conventional fluids, synthetic transmission fluid offers better resistance to heat and oxidation, reducing the risk of fluid breakdown and prolonging the lifespan of your transmission fluid can also improve your Ford F-250's shifting performance, especially in extreme temperatures. The enhanced flow properties of synthetic fluid allow for smoother gear changes and better overall transmission operation. Additionally, synthetic fluid tends to have a longer service life than conventional fluid, meaning fewer fluid tends to have a longer service life than conventional fluid. terms of performance, durability, and maintenance savings make it a worthwhile investment for your Ford F-250. High mileage formula to address the specially formulated to help combat the effects of wear and tear on older vehicles, providing enhanced protection and performance. Extended Lifespan: High mileage transmission. Improved Friction Protection: These fluids offer better lubrication and improved friction protection, which is essential for older transmissions that may have worn components. Enhanced Cleaning properties: High mileage transmission fluids often have enhanced cleaning properties. to a multi-vehicle transmission fluid for your Ford F-250 can offer versatility and convenience when it comes to maintaining your transmission fluids are designed to be compatible with a wide range of vehicles, including trucks like the Ford F-250. By using a multi-vehicle transmission fluid, you can simplify your maintenance routine by having one type of fluid that can work for multiple vehicles in your household. One of the key benefits of using a multi-vehicle transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid is that it can save you time and money by eliminating the need to purchase and store different types of transmission fluid. mistakenly using the wrong fluid in your Ford F-250, which could potentially damage the transmission system. Transmission fluid additives. These additives can enhance the performance and longevity of your transmission by providing additional protection and improving overall functionality. Here are a few reasons why you might consider incorporating transmission fluid additives are designed to enhance the fluid's ability to withstand high temperatures, helping prevent overheating issues. Seal Conditioning: Certain additives can help condition and rejuvenate seals within the transmission, reducing the risk of leaks and enhancing overall seal longevity. Factors to ConsiderTaking into account factors before adding transmission fluid enhancers to your Ford F-250 can help optimize your transmission system's performance and longevity. One vital element to keep in mind is the compatibility of the enhancers are suitable for all transmission type. Not all enhancers are suitable for compatibility of the enhancer with your vehicle's specific transmission type. information. Another significant factor to bear in mind is the purpose of the enhancer. Different enhancers serve different functions, such as enhancing shifting smoothness, reducing wear and friction, or addressing specific transmission issues. Identify the specific issue or enhancement you're seeking with the enhancer before making a selection. Moreover, take into account the reputation and reviews of the enhancers from reputable manufacturers with positive feedback to guarantee quality and effectiveness. Making the Right ChoiceWhen selecting transmission fluid for your Ford F-250, it's essential to take into account fluid compatibility factors and follow recommended fluid suggestions for best results. These aspects will assist you in making the correct decision to guarantee smooth transmission operation and durability for your truck's transmission. Fluid Compatibility FactorsTo guarantee peak performance of your Ford F-250 transmission, selecting the right type of fluid that's compatibility factors, keep the following points in mind: Transmission Type: Make sure the fluid is suitable for the specific transmission type in your Ford F-250. Material Compatibility: Check that the fluid is compatible with the materials used in your transmission system to prevent damage. Viscosity Requirements: Choose a fluid with the correct viscosity rating to maintain proper lubrication and cooling within the transmission. Optimal Fluid RecommendationsFor best performance of your Ford F-250 transmission. selecting the right fluid is essential. When choosing a transmission fluid for your F-250, always refer to the owner's manual for the manufacturer's recommended specifically formulated to provide peak lubrication and protection for your transmission components. It's vital to avoid using generic or universal fluids that may not meet the strict standards set by Ford. Consider factors like driving conditions, a synthetic transmission fluid may offer superior performance and durability. Regularly check the fluid level and conditions. Frequently Asked QuestionsCan I Mix Different Types of Transmission Fluid?Yes, you can mix different types of transmission fluid, but it's generally not recommended. Mixing fluids can affect your transmission's performance and longevity.It's best to stick to the manufacturer-recommended fluid type to ensure peak functioning. If you're unsure about the right type for your vehicle, consult your owner's manual or a trusted mechanic for guidance. Maintaining a consistent fluid type helps to protect your transmission fluid? When it comes to changing your transmission fluid, it's best to follow your vehicle's maintenance schedule. Typically, experts recommend changing it every 30,000 to 60,000 miles. Keeping up with this maintenance will help guarantee your transmission stays in top shape. So, don't skip out on this important task it's like giving your car a nice little spa day to keep it running smoothly! Is It Necessary to Flush the Transmission Fluid? If you're wondering if it's necessary to flush the transmission fluid, the answer depends on various factors like your vehicle's age, maintenance history, and driving conditions. Regularly changing the transmission fluid and filter can help extend the life of your transmission. However, flushing is recommended in certain situations to remove built-up contaminants and enhance performance.Consult your owner's manual or a trusted mechanic to determine if a flush is necessary for your specific vehicle.Can Using the wrong fluid can seriously harm your transmission. It can lead to overheating, increased wear and tear, and even complete failure.To avoid costly repairs, always make sure to use the correct type of transmission fluid specified for your vehicle. Keeping up with proper maintenance will help guarantee the longevity and performance of your transmission. Are There Any DIY Methods to Check Transmission Fluid Levels? To check transmission fluid levels on your Ford F-250, start by parking on a level surface.Locate the transmission dipstick, pull it out, wipe it clean, reinsert it fully, and then pull it out again. The fluid level should be between the treacherous waters of Ford F-250 transmission fluid selection, pat yourself on the back for avoiding the pitfalls of generic fluids.Remember, choosing the right fluid is like finding the perfect pair of shoes it may not be the most exciting task, but it's essential for a smooth ride.So, keep those gears shifting seamlessly and your truck running like a well-oiled machine.Happy trails, fluid aficionado! Thread Starter | Freshman User Joined: Jan 2007 Posts: 47 Likes: 0 From: Christiansburg Va Manual transmission Fluid? What type of fluid should I run in my 2001 7.3 6 speed manual? Does it require any additive? Joined: Oct 2008 Posts: 3,329 Likes: 12 From: Eaton, CO How much ATF did your transmission take when you changed the fluid? I want to order enough for my x-fer case and tranny. Joined: Apr 2008 Posts: 3,838 Likes: 160 From: Morgan Hill, CA Use Syn ATF. These trans get HOT! I've seen over 235\* on mine. Mine runs about 180 on thy HWY. Make sure you can get the fill plug out before you drain fluid. Use a 3/8 ratchet or
breaker bar with no socket. It'll take about 5.8 qts and the transfer case takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed the transfer case takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed the transfer case takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed the transfer case takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed the transfer case takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed the transfer case takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed the transfer case takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed the transfer case takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed take takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed take takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed take takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed take takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed take takes 2. Joined: Sep 2007 Posts: 167 Likes: 0 From: Stewartsville, Mo. I have an '01 7.3 1 Ton Crewcab with a 6 speed. I flushed take takes 2. Joined with synthetic. This is the only manual transmission with an internal pump that sends fluid to a cooler so I added a Diesesite fullflow external filter and temp gauge. I tow a 13K fifth wheel so I want as much filtering and cooling as possible. During summer running empty I'll run @ 130 degrees at highway speed and @ 180 degrees towing. It was worth the added expense to me. Joined: Mar 2007 Posts: 26,966 Likes: 43 From: Texas Quote: Originally Posted by Fat Diesel Make sure you can get the fill plug out before you drain fluid. Use a 3/8 ratchet or breaker bar with no socket. It'll take about 5.8 qts and the transfer case takes 2. That's really all there is to it. Drain from plug on bottom, fill from plug on side. Takes about 6 quarts. I bought one of those lids that has the clear tube attached to it. Screw it on to the bottle of ATF, stick the clear tube in the fill hole, and turn the bottle upside down and dump it in, then repeat. 1996, 1997, 2000, diesel, dieselsitemanualtransmissioncooler, f350, fluid, ford, manual, oil, powerstroke, standard, ton, trans, transmission, type This post may contain affiliate links. We may earn a small commission from purchases made through them, at no additional cost to you. You help to support davesoilchange.com Changing the transmission fluid in your 7.3 powerstroke on a regular basis is a must-do if you want your automobile to run well. The cost of this service is generally considerably more than that of doing it at a professional garage. In this article, we provide the most precise transmission fluid recommendations so you can do the job yourself correctly. The oil in the gearbox must be changed at specific intervals in order to improve its life, usually once every 30,00060,000 miles sometimes more check your owners handbook for service intervals). You may have difficulty shifting if the transmission fluid becomes old. Your car may become sluggish or stop at red lights when you dont change your fluids, consult your owners handbook; however, you can also learn how to diagnose and repair problems on your own. There are a lot of liquids in your automobile. Gas, oil, windscreen wash fluid, brake fluid, and transmission fluid is definitely one of the most critical fluids. Its an oil that keeps the gears in your transmission fluid is definitely one of the most critical fluids. Its an oil that keeps the gears in your automobile. ineffective if you dont replace it on a regular basis, causing your gearbox to overheat and fail. Your transmission fluid deteriorates more quickly if you drive your automobile aggressivelystop-and-go city traffic, towing a boat or other heavy goods on trailers, or transporting heavy loads. The transmission temperature rises when youre hard on your car, putting a strain on the transmission and its fluids. The hotter the transmission fluid, the more miles you drive, which discolors and burns as it depletes. If it reaches a level at which it begins to burn, your transmission fluid, the more miles you drive, which discolors and burns as it depletes. If it reaches a level at which it begins to burn, your transmission fluid, the more miles you drive, which discolors and burns as it depletes. transmission oil has been consumed. The 7.3L Power Stroke diesel was developed to replace the discontinued 7.3L IDI. Although the engines have identical displacement, they are not comparable in terms of design and should not be compared to one another. The International Navistar Power Stroke is a turbocharged, direct injection diesel engine Ford owns the PowerStroke trademark, so youll only find the 7.3 PowerStroke in Ford automobiles. The engine is based on Internationals T444E design, which has several minor variations designed specifically for Ford applications. Valvoline Multi-Vehicle (ATF) is a full synthetic formulation with advanced additives to prevent the major causes of transmission breakdown and help extend transmission wear, and maintain smooth shifting longer than conventional fluids. It is suitable for use in a broad range of ATF applications including most Ford, GM, Toyota, Honda, Nissan, Hyundai, BMW, Mercedes, Volvo, VW & Audi. Recommended for use in the following applications: GM DEXRON-II, DEX SP-II, SP-III, SP-IV, SPH-IV, BMW 7045E, ETL 8072B, LA2634, LT71141, Allison C-4, Mercedes Benz NAG-1, Volvo 1161521, 1161540, 97340, 1273.41, and VW/Audi G-052-025-A2, G-052-162-A1. For CVT applications Valvoline Full Synthetic CVT Fluid. The 7.3L Power Stroke diesel engine has a highly efficient hydraulic electronic unit injector (HEUI) injection system that produces fuel pressure directly in the injector body rather than requiring a conventional injector pump. In place of an injection pump, the 7.3L Power Stroke engine needs a high-pressure oil pump (HPOP) and a low-pressure lift pump instead of an injection pump to create pressures up to 21,000 psi. The transition from mechanical injection to HEUI was expected to result in improved fuel atomization and more fine control over induction events. The Ford F-Series International powered F-Series trucks popularity is evident in its manufacturing statistics, which greatly exceeded those of any competing manufacturers diesel engine. Following the launch of the Super Duty platform, demand for the 7.3L Power Stroke climbed dramatically following its introduction in 2002. The 7.3L Power Stroke has been recognized as one of the most popular engines available in a truck, owing to its reputation for dependability and longevity. The 7.3L diesel engine was phased out during the 2003 model year because of a growing demand for fuel efficiency and significantly lower emissions. The new, smaller 6.0L Power Stroke was introduced alongside the old, larger 7.3L PowerStroke for the 2003 MY. By 2004, the 6.0L Power Stroke had entirely replaced the 7.3L diesel engine .7.3L PowerStroke for the 2003 MY. By 2004, the 6.0L Power Stroke had entirely replaced the 7.3L diesel engine .7.3L PowerStroke for the 2003 MY. By 2004, the 6.0L Power Stroke had entirely replaced the 7.3L diesel engine .7.3L diese and Renga models. It is no longer available. The diesel E4OD 4-speed automatic transmission is for the 1998 to 2003 model years. Ford 4R110 four-speed automatic gearbox available beginning in 1999 and continuing through 2003. Ford discontinued MERCON and replaced it with a new version that was compatible with prior transmissions featuring MERCON. The fluid in your 4R100 now is MERCON V, as opposed to the previous 0W-20. While its true that 230F isnt an issue, there are some things you should know about this change. What sort of transmission fluid is suitable for a Ford F250? ATFT Type III (H) is a high-performance automatic transmission fluid designed for use in a variety of passenger cars and light trucks. What is the nature of Fords gearbox transmission fluid that has been recommended by Toyota, GM, and Ford is Mercon V. For antique gearbox applications, Chrysler recommends ATF+4 fluids. ATP TF-172 Automatic Transmission Filter Kit are specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your
transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and other components that your filter state specifically designed for your transmission; therefore, and and the provide state specifically designed for your transmission; there specifically designed for you improper fitment is never an issue. This filter kit has been manufactured to meet or exceed original equipment specifications. ATP part number TF-172 is engineered to replace the original equipment automatic transmission filter in 1989-2000 Ford E40D/4R100 models. Is it possible to clean the transmission fluid of diesel injectors? In diesel fuel to clean the injectors? Every 1000 hours, a quart of ATF to their diesel fuel to clean the injectors? Every 1000 hours, a quart in 50 gallons. The fuel system may be cleaned with detergents in ATF.7.3L Manual Transmission Fluid: Specs: ZF S5 5-speed / ZF S6 6-speedCapacity Quarts: 3.4 quarts / 5.8 quarts / 17.1-17.7 quarts / 16.4 quarts / 17.1-17.7 quarts Fluid is lowThis is a no-brainer. Low fluid levels might be a sign that your fluid needs to be replaced. Your transmission shouldnt leak easily, but it can if a leak develops over time. If your transmission fluid is insufficient, its time to drain the remnants and give it another your vehicle or anywhere else. Theyre an indication of a problem. The issue for your automobile might be a leaking transmission. Dark colored fluidLets take a look at where we started. The initial color of automatic transmission fluid is generally pink or red, which looks fantastic. If it becomes soiled, discolored, or blackened, however, Houston has a transmission fluid issue.Performance problems If youve forgotten how to drive a stick shift, have you tried your cars automatic transmission? Is it as straightforward as it was when you attempted to drive a stick shift, given that it cant be that difficult? That isnt a good sign. If your transmission is making strange noises or has difficulties changing gears, there may be an issue with your transmission fluid. The oil in the gearbox must be changed at specific intervals in order to improve its life, usually once every 30,00060,000 miles (48,00097,000 km) (sometimes more check your owners handbook for service intervals). You may have difficulty shifting if the transmission fluid becomes old. Your car may become on the service intervals in order to improve its life, usually once every 30,00060,000 miles (48,00097,000 km) (sometimes more check your owners handbook for service intervals). sluggish or stop at red lights when you dont change your fluids on a regular basis. To find out how often you need to change your fluids, consult your own. Allow the transmission fluid to warm up while leaving the engine running. Park the car on a level surface with the parking brake on. Make sure your gearbox is in P Park before you go. Allow it to run until it stops by itself, then turn it off and let it cool down naturally. Remove the dipstick fully and remove it to check the fluid level. When the transmission fluid is heated, it expands (after around 20-30 minutes of driving). When the car isnt being driven, the level should be between the HOT markings. Check for transmission problems by checking the fluid condition: a filthy substance with a burnt odor is an indication of transmission difficulties. Normally, transmission fluid should be transparent and colorless. The new transmission fluid in most vehicles is red, as seen in the photo above. It becomes brownish with age, as seen in the with a burned odor, it should be changed (refer to Owners Manual). Some manufacturers suggest changing it every 30,000 to 50,000 miles, while others say that it never needs to be replaced (see Owners Manual). Some manufacturers suggest changing it every 30,000 to 50,000 miles, while others say that it never needs to be replaced (see Owners Manual). type of transmission fluid; incorrect fluids can be harmful to your automobiles transmission. A 3/4-ton truck is the Ford 7.3. This means that the cargo-carrying capacity, or how much cargo a pickup can carry in its cargo bed, is three-quarters of a ton, or 1,500 pounds. The 7.3L engine has a manual or automatic gearbox as standard. The transmission which is located behind the engine and transmission to operate appropriately, it must be filled with fluid and kept topped up. Shop Craft 17.25-inch King Size Funnel 7.3 Powerstroke: Automatic TransmissionStep 1Set the parking brake and put the gearbox in neutral before starting the engine. Allow at least two minutes for your truck to run. Step 2Remove the hood, then grasp the transmission dipstick and pull it out of its tube. The transmission dipstick is usually on the passenger side in the engine compartment, behind the hood. Step 3Wipe the dipstick with the rag and reinsert it into the tube Insert the dipstick completely into the tube, then pull it out again. Examine where the transmission fluid has moistened the end of the tube. Add half a quart of transmission fluid to the tube. Allow for draining down of the tube after step 3, then repeat step 3 again. Repeat as needed until the dipstick is continuously immersed in transmission fluid up to and including hole number three. Step 5 After that, while pressing down on the brake pedal, use your other foot to move the gear selector up and down in each gear of the transmission. Neutral should be restored. Step 6 Continue on to step 5 until the transmission fluid reaches the middle mark on the dipstick. Park the vehicle on a level surface and drive it for 15 minutes. After that, check the transmission fluid reaches or just exceeds the Do Not Add line on the dipstick. 7.3 Powerstroke: Manual TransmissionStep 1Sidle under the truck. Step 2Locate the bushing (or, on some vehicles, the check/fill plug) on the transmissions side. Look for the upper plug on a five-speed vehicle (drivers side). Wipe any mud or foreign debris off both of them. Step 3Remove the check/fill plug using a wrench or breaker bar. (If fluid leaks out while youre removing the plug, replace it; the transmission is full.)Step 4Insert the pinkie finger of your hand into the hole and inspect it. (If fluid is on the tip of your finger, replace the plug; the transmission is full.)Step 5Pump gear oil into the transmission by inserting the end of the hand pump into the hole and pumping. 2. If the check/fill plug is removed, inspect the screen for flaws or holes. While watching for any gaps, slowly pump the cylinder. Remove both the pump and check/fill plug is removed, inspect the screen for flaws or holes. transmission. If the transmission fluid or filter becomes clogged, your car may begin to rev when you arent pressing on the accelerator this is known as transmission fluid or filter becomes clogged, your car may begin to rev when you arent pressing on the accelerator this is known as transmission fluid (and, if required, the filter). Flushing the transmission is part of some vehicles regular maintenance; otherwise, its only necessary if debris is discovered in the fluid. Can I drive with a transmission fluid problem? It is not advised to drive a car that has passed the manufacturers recommended service interval. The automobile can be driven safely, but neglecting maintenance may result in much greater costs in the long run. If youve gone past the scheduled maintenance mileage, get your vehicle in for servicing as soon as possible. If the car has any transmission problems that create drivability concerns or exhibit any of the symptoms listed here, it should be towed to a repair shop for analysis. 1997 - 2006 Expedition & Navigator 1997 - 2002 and 2003 - 2006 Ford Expedition and Lincoln Navigator Discussion fluid? My owners manual says that I have 16.4 gt. of transmission fluid in my '97 5.4L Expy. When I inquired about a transmission fluid & filter change at a service shop, The check-in technician scoffed at this volume. He said that I would only need about 6 qt. in a routine fluid and
filter change and that the rest of the volume would remain in the torque converter. Which is correct? I have 45K miles now and would like to switch to Mobil-1 synthetic transmission fluid for towing purposes. I have misgivings of leaving 10 quarts of old fluid behind if the normal practice is to only change 6 qt. Thanks for the feedback... Dino F. homepage: Low-Tech Ideas, Tips, Hints and Solutions for RV Trailering Thread Starter | Freshman User Joined: Jan 2001 Posts: 25 Likes: 0 how much transmission fluid? As a follow-up to my own question... Last week I took my Expedition to my Ford dealer for transmission service. I gave them 3 cases of Mobil-1 ATF fluid that I had purchased elsewhere, and asked that any unused fluid be returned to me. They dropped the pan, cleaned the sediment and magnet, etc. I got 3 of the 18 guarts back unused. Dino Joined: Aug 2001 Posts: 11 Likes: 0 how much transmission fluid? There is a rubber plug in the bottom of the bell housing, and a corresponding 11mm plug in the converter. Ford reccommends that the converter be drained with each transmission fluid? 01, 06 1966, 1999, 2001, 2006, 54l, amount, expedition, f150, f250, fluid, ford, quarts, transmission, truck In short: The key is to choose the right quantity, quality, and type of lubricant you will use. There are manual transmission fluids and automatic transmission fluids. Manual trans their viscosity (their SAE number) and because of the API GL standards they must meet. The viscosity of the manual transmission fluid you do not know which transmission fluid you should use, you can use a SAE 75W-90 fluid, and your transmission will be safe until you can buy the right one.Nowadays, there are almost no fluids with only one type of viscosity. Those fluids are called monograde oils. You can find multigrade oils can flow as if they had 2 different viscosities since they can be exposed to both low and high temperatures. Because of this, the oil can flow efficiently in both cold and hot temperatures. Here are some examples of multigrade oils: SAE 75W-80, SAE 75W-90, SAE 80W-90. API GL standards You can use a GL-4 oil until you can buy the right one. Manual transmission fluids meet different API GL-5 (the latter is not so common and does not work as a replacement for GL-4). These standards will indicate the properties of the lubricants and we should take them into account when we choose the oil we will use for a refill. If the recommended standard for your F-250 is GL-4, you should use a GL-4 oil; this way the bronze synchronizers of your transmission fluidAutomatic transmission fluidA other types of oils. You must always use the type of oil recommended in the owners manual of your F-250. If there is an emergency and you do not know which oil you should use, you can use the following list as a guide. What happens if I do not use the recommended oil for my F-250? Over time, the transmission may get damaged. You will not notice it right away, but you will surely see this after a few thousand miles. You may also notice that the car jerks when you change gears or that such gears feel stiff. If you have an automatic transmission, you may start feeling the clutch slipping when you change gears or that such gears feel stiff. oils currently used are:Dexron III: It was used until 2005. It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability, an excellent performance even with low temperatures, and it is a great antioxidant.Mercon V: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability, an excellent performance even with low temperatures, and it is a great antioxidant.Mercon V: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability, an excellent performance even with low temperatures, and it is a great antioxidant.Mercon V: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability are even with low temperatures, and it is a great antioxidant.Mercon V: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability are even with low temperatures, and it is a great antioxidant.Mercon V: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability are even with low temperatures, and it is a great antioxidant.Mercon V: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability are even with low temperatures, and it is a great antioxidant.Mercon V: It was created for GM cars.Dexron VI: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron III oil. It offers high thermal stability are even with low temperatures, and it is a great antioxidant.Mercon VI: It was created for GM cars.Dexron VI: This product is the enhanced version of the Dexron VI: This product is the enhanced version of the Dexron VI: It was created executed version of the Dexron VI: It was created executed versin of the Dexron VI: It was cre 7176 and MS 9602): They are mainly used for Jeep, Chrysler, and Dodge cars. The +3 fluid is oil-based, while the +4 fluid is synthetic. The ATF+4 can also be used in most Dodge, Plymouth, BMW, Mercedes, Volkswagen, and Jeep, Lexus, and Saturn cars with automatic transmission.SP-II, SP-III, SP-IV: These are special oil types for Mitsubishis automatic Toyota Cars.DSG fluids: They lubricate, trigger and refrigerate the gear components. They are called DCTF. They were created for DSG transmissions of multiple clutches immersed in oil.CVT fluids: These lubricants were designed for CVT transmissions. Have you found an error in this guide? Let us know Thread Starter | Senior User Joined: Sep 2006 Posts: 439 Likes: 0 From: Connecticut what type of transmission fluid should I use? my transmission fluid is low since I have a small leak that needs to be fixed. but its been so long since since I had put any in I forget what type of tranny fluid to use? Its dexron 2 right? but does it matter what brand? is one better than the other? my truck im putting it in is a 95 f 250 4x4 351 with a E40d. Joined: Sep 2010 Posts: 131 Likes: 0 From: northern NV Mercon V, (any current name brand will be to Ford specifications)...while your at it drain it and the converter completely, throw a new filter in it, and put all new fluid in it...Your tranny will thank you.. Thread Starter | Senior User Joined: Sep 2006 Posts: 439 Likes: 0 From: Connecticut thanks can it be Mercon/DextronIII or Mercon/DextronIII ? im guessing 2? thats all the parts store had it said Mercon/DextronII or Mercon/DextronII 2 right?thanks again and yes I will change the filter and fluid while im at it good info. Fleet Owner Joined: Apr 2015 Posts: 23,654 Likes: 280 From: Easton,Ks As said above Ford says to use Mercon/DextronIII 2 right?thanks again and yes I will change the filter and fluid while im at it good info. Fleet Owner Joined: Apr 2015 Posts: 23,654 Likes: 280 From: Easton,Ks As said above Ford says to use Mercon V./ Joined: Apr 2015 Posts: 49 Likes: 0 I need to add transmission fluid to my 1994 IDI with a remanufactured automatic transmission and don't know what to use. Thanks, There is a tag on the transmission but the numbers don't come up on and internet search and I don't have any paperwork from the previous owner. Joined: May 2019 Posts: 6.530 Likes: 18 Hotshot Joined: Jun 2015 Posts: 11.084 Likes: 1.952 Quote: Originally Posted by eutecticpt Thanks for the response. In case my transmission is toast--reaching out to anyone in the Raleigh NC area who may know of someone in the area who fixes these trucks without charging a fortune. What transmission? What issue(s) are you having? You should start your own thread describing your problem. Fleet Owner Joined: Aug 1999 Posts: 24,155 Likes: 2,134 From: SE Florida When a fluid has a license (MERCON V, MERCON SP, etc) it costs the manufacturer of that fluid a considerable amount of time and money to get that license. Ford tests the fluid to ensure it meets the spece before they get the license. a licensed MERCON fluid because that license no longer exists. You CAN buy fluids that say they are for use in transmissions that required MERCON specification. I can take a fluid that clearly does not meet the MERCON spec, say it's for use where MERCON was required, and sell it. Nobody will stop me. There is nothing legally wrong with that. Morally is a different story, but that doesn't matter to some people. Does the fluid that the company can produce cheaply and get it on the shelf where it probably will not destroy the customer's trans? How can you as a consumer tell which one? If it says MERCON V on the label Ford has certified that the manufacturer of the fluid says it's OK to use, but there is nobody checking if that is really true or not. Fleet Owner Joined: Aug 1999 Posts: 24,155 Likes: 2,134 From: SE Florida Quote: Originally Posted by My4Fordtrucks There are fluids that meet the old MERCON specs? Joined: Apr 2019 Posts: 156 Likes: 5 From: San Jose, CA Quote: Originally Posted by Mark Kovalsky If it says MERCON V on the label Ford has certified that this fluid meets or exceeds the current MERCON V specification. That is why I won't ever recommend a DEX/MERC fluid that is really true or not. Mark, Do you have an opinion of Super Tech? Says MERCON V on the label, says Ford approved. Joined: Mar 2008 Posts: 816 Likes: 2 From: Sandy Hook, CT I've used SuperTech Mercon V for my '96 and '96 (both E4OD's) without any issues for ~6 years or so. I hoping Mark chimes in on this to confirm it's OK, but in my experience, Mercon V (SuperTech brand) has been fine. Joined: Sep 2018 Posts: 735 Likes: 8 From: NC I have used
SuperTech brand in my 93. absolutely no problems. Did a complete fluid change with it. 0 issues. Page 2 1987 - 1996 F150 & Larger F-Series Trucks Joined: Apr 2019 Posts: 156 Likes: 5 From: San Jose, CA Quote: Originally Posted by Mark Kovalsky I use it, Does that answer the question? yessir! thanks! 13, 2005, 2008, 86, book, chapter, dextronii, expedition, f250, fluid, ford, hatchet, kind, speed, trans, truck

What kind of transmission fluid does a 2000 ford f250 7.3 take. What kind of transmission fluid does a 1995 ford f250 take. What kind of transmission fluid does a 1999 ford f250 take. What kind of transmission fluid does a 2002 ford f250 take. What kind of transmission fluid does a 2002 ford f250 take. What kind of transmission fluid does a 1996 ford f250 take. What kind of transmission fluid does a 1996 ford f250 take. What kind of transmission fluid does a 1996 ford f250 take. What kind of transmission fluid does a 1996 ford f250 take. What kind of transmission fluid does a 2002 ford f250 take. What kind of transmission fluid does a 2003 ford f250 take. What kind of transmission fluid does a 2017 ford f250 take. What kind of transmission fluid does a ford f250 diesel take. What kind of transmission fluid does a 2001 ford f250 take. What kind of transmission fluid does a 2003 ford f250 take. What kind of transmission fluid does a 2017 ford f250 take. What kind of transmission fluid does a ford f250 diesel take. What kind of transmission fluid does a 2001 ford f250 take.