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2004 ford transit auto shift manual transmission

Reconditioned Ford PART NO: 1C1R7M168DBReconditioned Ford Transit VJ – VH auto shift manual hydraulic change pump. Please refer to our blog for more information on this part. Send us an EnquiryPreferred to chat1300 777 288 Tell us about your vehicle to find the right fasterShop parts of the year You drive a Ford Transit Van with an Auto Shift Manual (ASM)? Are you having trouble with your hydraulics? We can help you! Here at Rowell & Searle Auto, we specialize in diagnostics and repairs at Ford Transit Van's – Auto Shift Manual. These vehicles usually have hydraulic pump system fail. We can perform repairs to these systems ranging from a simple reprogrammed to an electric repair and replacement pump. We even keep the electric hydraulic pumps in stock to get you back on the ASAP road. Our technicians can also perform clutch replacements on these vehicles. Call us today to have a discussion about your problems. Ph: (08) 8221 6694 or online book here. I have a 2004 Ford Transit Van Diesel and will not select a speed while the engine is running, but will stop while and igniting on. I'm told that the gearbox is a three-speed ZF automatic with hydraulic clutch. There are three buttons on the R, N and D board, and you will rarely select a gear. I can't find an answer as to why this is happening. Let's hope someone can give me an answer. It's an ex European ambulance model, too. Gordon Faults with these gearboxes are common. The fault could be several things, but the whole of the transmission battery or clutch, both of which are thousands of dollars, are common culprits. Don't try to move it as you could make things worse; have towed to a Ford dealer or transmission specialist to be diagnosed and get a quote. Hopefully it's something cheap and easy to fix. Go behind the scenes on Drive to Facebook, Instagram and YouTube Welcome to the Australian Ford Forum forum. You currently view our panels as a guest, which gives you limited access to view most discussions and introduces advertising. By joining our free community, you'll have access to post topics, communicate privately with other members, respond to surveys, upload content, and access many other special features without post-based banner ads. Registration is simple and absolutely free, so please join our community today! If you have problems with the registration process or signing in to your account, please contact us. Please note: All new records go through a manual approval queue to keep spam out. This is checked twice every day, so there will be a delay before registration is enabled. Pub For General Automotive Related Talk 08:58 #1 64 Deluxe 4 door Join Date: June 2007 Location: Raxacoricodefallapatorius Posts: 7,327 :(The transit van is dead. It was only made 200,000 km overloaded to buggy. There's been a break in the gearbox, apparently. We spend a lot of money and it will go for another 200K if you live in check this site: Weekly Circulation. Or Check: Supercheap Auto Catalog. _____ XM Deluxe FG XR50 BA Pursuit Ute 07-01-2008, 11:57 #2 Force Fed Fords Join Date: Aug 2005 Location: Enroute Posts: 4064 Um, I would count you lucky on that transit because they are the most unsafe car in the stable Ford. Service advisors from various Ford dealers have renamed their transit cemetaries workshops because of the number of them going there to die. It is not unusual to have a turbo blown after 10,000km on a transit, and cables inside the board is also known to catch fire as well. I said, you were very lucky. _____ If the brain were gasoline, it wouldnot be enough to feed an ants go-cart half-tour around a Cheerio – Ron Shirley 08-01-2008, 09:43 #3 Professional Mouse Jockey Join Date: November 2005 Location: SE Vic Posts: 3201 Funny say that, our company truck, a transit tray, blew a turbo after just a few months. Besides, it's still going strong. The owner of the gym I go to has a 90-mile transit and while he had no problems he says a friend of his with a transit had nothing but problems. One thing would break, he'd take it fixed and something else would go lol. _____ Isuzu MUX for towing horses - currently no Ford during stable flies like an arrow; fruit flies like a banana. Groucho Marx 08-01-2008, 03:07 #4 regular member Join Date: April 2006 Location: Liverpool Posts: 377 tragic vans! 08-01-2008, 03:14 #5 Built Ford Tough Join Date: January 2005 Location: State of Euphoria Mod: F-Series Posts: 3037 Made in Turkey they are _____ Negru on white '83 SWB F100 C6 car 351C on gas and on the ground --> Project Thread '55 F100, just a roll at the moment, new project Silver MY12 Volkswagen Amarok 08-01-2008, 04:14 #6 351 Cleveland: Pure Muscle Join Date: July 2005 Posts: 250 Tran **** Vans But they won awards in Europe! Imagine what competition must be like then _____ Cheers 08-01-2008, 05:18 #7 Meep Meep Join Date: March 2007 Location: Southside Posts: 1525 Quote: Originally Posted by Um Ltd, I would count on that lucky transit because they are the most unsafe car in Ford stable. Service advisors from various Ford dealers have renamed their transit cemetaries workshops because of the number of them going there to die. It is not unusual to have a turbo blown after 10,000km on a transit, and cables inside the board is also known to catch fire as well. I said, you were very lucky. Seriously, our specialist courier swears on his transit, 350,000,000k and has never missed a flight. _____ Thunder on 08-01-2008, 06:50 #8 Regular Member Join Date: May 2006 Location: Burpengary East 284 some say transit some say tragedy tragedy (from the classic Greek popoa, song for goat, see below) is any event with a sad and unfortunate ashdown ashdown result all had the same prob mackay one did the 4th step and had to move 3 to 5 after revving courage in 3a _____ good luck Ed

giles and judy 12/2014 Kuga diesel trend in white 01/2015 Kuga diesel trend in dark gray 26-02-2008, 02:48 #9 Regular Member Join Date: October 2006 Location: Geelong Posts: 183 200,000kms 26-02-2008, 02:56 #10 Life Dream Join Date: November 2005 Location: NSW Posts: 1802 Woah.. that's bad lol! In the episode with Top Gear's van, they give transit a thumb up. Can the quality of our diesel cause problems? 26-02-2008, 04:09 #11 FF.Com.Au Hardcore Join Date: December 2004 Location: Canberra Region Posts: 7703 Ive seen cars with 10,000kms that looked like this, giving no story to images doesn't mean much. Looks like he was driving quite a bit after the damage too. That could have been anything from a broken timing belt, water in fuel, wrong fuel type at a missed speed/overrev. _____ 2016 FGX XR8 Sprint, manual 6speed, Kinetic Blue #170 2004 BA wagon RTV project. 1998 EL XR8, Auto, Hot Chili Red 1993 ED XR6, 5speed, Polynesian Green. 1 of 329. Retired 1968 XT Falcon 500 wagon, 3 per tree, 3.6L. Project Patina. 26-02-2008, 07:39 #12 FF.Com.Au Hardcore Join Date: October 2005 Location: Hervey Bay Posts: 4,149 Quote: Originally Posted by redxm We will spend a lot of money and will go for another 200K There will be no. 26-02-2008, 09:30 #13 FF.Com.Au Hardcore Join Date: January 2005 Posts: 1,464 Quote: Originally Posted by EDXR65SPEED 200,000kms Okay, I'll have a stab. VH Transit, the intake camera jumped a tooth on the timing chain, the plunger hit the valve and instead of breaking the covers cam-broken the head on the valve? 26-02-2008, 10:01 #14 Will Buff Out. Join Date: December 2004 Location: Newcastle NSW Posts: 1301 We have 2 transits at work and take them one at a time going in for repairs mostly related to gearbox (autos), but also wheel bearings, aircon and alternator. One bus is at 40,000k and the other at 18,000k. I wouldn't buy one, although I hear the textbooks are better. _____ When life gives you lemons, take them. Free stuff is awesome. 26-02-2008, 10:11 #15 FF.Com.Au Hardcore Join Date: December 2004 Location: Canberra Region Posts: 7703 We have 4 transits at work and the only problem I know of is one of the remote controls stopped working. Kms range from 20,000k kms to about 80k _____ 2016 FGX XR8 Sprint, 6speed manual, Kinetic Blue #170 2004 BA wagon RTV project. 1998 EL XR8, Auto, Hot Chili Red 1993 ED XR6, 5speed, Polynesian Green. 1 of 329. Retired 1968 XT Falcon 500 wagon, 3 per tree, 3.6L. Project Patina. 26-02-2008, 11:36 #16 Regular Member Join Date: October 2006 Location: Geelong Posts: 183 Quote: Originally Posted by AUXRVIII Ok I'll have knife blow. VH Transit, the intake camera jumped a tooth on the timing chain, the plunger hit the valve and instead of breaking the covers cam-broken the head off No, I had one of these in the same week. The inlet valve fell off the rod and broke inside for a few seconds and then shut down the engine while welding to the head. But yes, VH diesel. 27-02-2008, 01:43 #17 Force Fed Fords Join Date: Aug 2005 Location: Enroute Posts: 4064 Lets not forget that little jam that they had, which was semi manual that relied on the oil pressure from the engine to allow a gear change. I lost count of the amount of them with a diesel pump blown and stuck in the gear that requires a technician working under it wherever it stopped. Ford also dropped this gearbox from the van range for this reason. _____ If the brain were gasoline, you wouldn't have enough to feed an ants go-cart half-tour around a Cheerio – Ron Shirley 27-02-2008, 06:01 #18 regular member Join Date: October 2006 Location: Geelong Posts: 183 Quote: Originally Posted by Ltd Lets not forget that little jam that they had, which was semi manual, which relies on oil pressure from the engine to allow for a gear change. I lost count of the amount of them with a diesel pump blown and stuck in the gear that requires a technician working under it wherever it stopped. Ford also dropped this gearbox from the van range for this reason. What?? ASM (auto-change manual) has a separate hydraulic pump for gear change. 27-02-2008, 09:32 #19 FF.Com.Au Hardcore Join Date: January 2005 Location: Lake Macquarie, Newcastle NSW Posts: 3170 I must admit, I had a transit (2004 model) manual turbo diesel as a companion vehicle and I drove absolutely ****e out of it. 27-02-2008, 09:52 #20 Force Fed Fords Join Date: Aug 2005 Location: Enroute Posts: 4,064 Quote: Originally Posted by EDXR65SPEED What?? ASM (auto-change manual) has a separate hydraulic pump for gear change. Which required engine power to rotate it and create pressure. I know this because my company parents made some carts similar to those used in supercars to get buggers inside and on an elevator. Some dealers did not use them and instead had to try to find neutral by working on the box before it could be moved inside the workshop. _____ If the brain were gasoline, it wouldnt be enough to feed an ants go-cart half-tour around a Cheerio – Ron Shirley 27-02-2008, 09:57 #21 Moderator Join Date: December 2004 Location: Adelaide SA Posts: 5598 Ashes. Rust to rust. I suggest you bury him at sea with naval honors. 28-02-2008, 01:02 #22 see you Join Date: December 2005 Location: Posts: 993 The difference between old and new models are chalk and cheese. Old models went bang in the way and get busy dealers and rich new ones (TH?????) are much bigger and better.... no real chronic problem that I'm aware of... 28-02-2008, 07:31 #23 FF.Com.Au Hardcore Join Date: January 2005 Posts: 1,464 Quote: Originally Posted by Ltd Which Required Engine Power to Turn It, and and Pressure. I know this because my company parents made some carts similar to those used in supercars to get buggers inside and on an elevator. Some dealers did not use them and instead had to try to find neutral by working on the box before it could be moved inside the workshop. No, you dont need to have the engine running to change gears or operate the clutch, because the hydraulic pump is electric. When you open the driver door you can hear the running pump. BTW, Transits are vehicles of great character building, which are misunderstood. Soon you will find that nothing in life is so bad after you made your head of one of these masterpieces. 28-02-2008, 10:08 #24 regular member Join Date: October 2006 Location: Geelong Posts: 183 Quote: Originally Posted by AUXRVIII No, there is no need to have the engine running to change gears or operate the clutch because the hydraulic pump is electric. When you open the driver door you can hear the running pump. BTW, Transits are vehicles of great character building, which are misunderstood. Soon you will find that nothing in life is so bad after you made your head of one of these masterpieces. I agree on both points.... I normally don't take my work home with me, but when I get one of these that doesn't head my in, I find it hard to sleep and need a beer as soon as I walk out the door if I don't get 6 on the way home. 28-02-2008, 10:14 #25 Force Fed Fords Join Date: Aug 2005 Location: Enroute Posts: 4064 Quote: Originally Posted by AUXRVIII No, there is no need to have the engine running to change gears or operate the clutch because the hydraulic pump is electric. When you open the driver door you can hear the running pump. BTW, Transits are vehicles of great character building, which are misunderstood. Soon you will find that nothing in life is so bad after you made your head of one of these masterpieces. Are you sure it's not the fuel pump? I can give you numbers of dozens of Ford technicians who had this problem, and they'll tell you the same thing I'm telling you. One such transit I saw this week at my dealer was a 2004 diesel model with 65K on the watch. The slightly low pressure diesel pump, which caused it to run weak/hot and made the head, blew a hole in the number 3 crown as well. Turbo ran hot and seized at closing as well. Van has been in store for 3 months since the poor guy who owns has a \$950.00 bill to fix the problem, and his out of warranty. The result is legal action. _____ If the brain were gasoline, it wouldn't be enough to feed an ants go-cart half-tour around a Cheerio – Ron Shirley 28-02-2008, 10:21 #26 regular member Join Date: October Location: Geelong Posts: 183 Mate I'm a Ford tech... According to AUXRVIII, Transit has an electric pump. 28-02-2008, 10:27 #27 FF.Com.Au Hardcore Join Date: January 2005 Posts: 1,464 Quote: Originally Posted by Ltd Are you sure there's fuel pump? I can give you numbers of dozens of Ford technicians who have this problem, and they'll tell you the same thing I'm telling you. One such transit I saw this week at my dealer was a 2004 diesel model with 65K on the watch. The slightly low pressure diesel pump, which caused it to run weak/hot and made the head, blew a hole in the number 3 crown as well. Turbo ran hot and seized at closing as well. Van has been in store for 3 months since the poor guy who owns has a \$950.00 bill to fix the problem, and his out of warranty. The result is legal action. The injector pump is driven by the synchronization chain on VH Transit, opening the door will definitely not make it run. Early VH had an electric lifting pump, which was removed from production. The ASM pump runs when the door is open to ensure that there is system pressure to de-cut the clutch when the engine is switched on. Started.

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