2000 ford expedition xlt triton v8 manual

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The Ford 5. The 5. During the production history, there were three versions of 5. The first engine, introduced in , was a SOHC 2-valve 5. It has a cast iron cylinder block. While the engine shared the bore diameter with a 4. The internal components include fracture-split powder metal connecting rods and light-weight aluminum pistons. Later, this engine will receive a forged steel crankshaft in some applications. On top of each cylinder bank, there is a SOHC aluminum head with two valves per cylinder. There are two timing chains at the front, one for each camshaft. The valvetrain features roller finger followers and hydraulic lash adjusters. The valve covers are aluminum and the intake manifold made of composite material. All 5. On the North American market, that engine debuted together with the redesigned Ford F model. Ford 5. Ford engineers also introduced a variable camshaft timing VCT system, which greatly improved power and torque over the 2-valve SOHC version as well as fuel efficiency. There are numerous small changes inside the 3v engine resulting in a higher 9. From the beginning, the production and assembling of the 5. But the last 5. Like Ford's 4. But it should be noted that these problems cannot be called widespread, and 5. The problems listed above are well known and are at least repairable and will not empty your pocket. With proper fluid changes and regular, scheduled maintenance, any 5. Ford SVT Lightning 5. This 5. Ford F Harley Davidson Edition. This model was equipped with 5. Power output: hp kW at 4, rpm, ft-lb Nm at 3, rpm. Home Ford 5. Engine Specs Manufacturer. Production years. Cylinder block material. Cylinder head material. Fuel type. Number of cylinders. Valves per cylinder. Valvetrain layout. Bore, mm. Displacement, cc. Type of internal combustion engine. Compression Ratio. Torque, lb ft. Firing order. Engine oil weight. Engine oil capacity, liter. Oil change interval, mile. The Ford 5. It was a popular option all the way from its inception in to , in all of its iterations. Today, it is still one of the most alluring options on the used car market, but before you start searching for the perfect driving mate with a 5. My research included all versions of the 5. It seems that problems with the ignition system did affect all versions at one point in time. As it turns out, the 5. Problems emerge when rubberized covers on the coil boot deteriorate and cause the spark to hit the plug well instead of the plug. It is not unnoticed that some of the coils can fail internally due to liquid penetration. The problem does not require a massive investment, as the coils are rather simple to replace at any Ford dealership. Ford technicians will diagnose the problem, identify misfiring cylinder s , and replace the spark plug and coil where needed. This problem is typical for the Ford F with a 5. Failure of the fuel pump driver module usually cuts off the petrol feed to the engine which, of course, causes the engine to turn off, thus cutting power to all essential systems. In the first place, the problem happens because the fuel pump driver module is directly attached to the steel frame. As its surface is exposed to the elements, salt, water, and dirt build up on its aluminum casing and cannot be washed away as it is in contact with the steel frame. Over time, vibrations, salt, and water do irreparable damage to the casing and dirt enters the driver module causing short circuits and making permanent damage to the smart junction box. As the fuel pump driver module is attached to the frame at the rear end with only two screws, replacing it is a DIY job. After Ford recognized this problem, they offered a slightly redesigned replacement part which is not in direct contact with the steel frame. Thus the dirt and salt build-up is evaded. Symptoms of the damaged fuel pump driver module are as follows:. The engine sounds strange? You can hear a lot of knocking noises on acceleration, cold startup, or when you let off the throttle. While causes for such sounds can be numerous, owner experiences have shown that the most likely reasons can be blown out tensioners, a loose timing chain, and cam phaser breakage. Bear in mind that cam phasers are part of the Variable Valve Timing system which is an important component of the 5. Having all these parts working correctly is crucial as all of them affect moving parts of the engine and, more or less, keep the engine from tearing itself apart. Timing chain rattles are most noticeable at the very start. So, listen carefully for any unusual rattles after a cold start. If you can hear rattles, the timing chain may have become loose due to the blown out tensioner. In this case, the domino effect is more than likely. The loosened timing chain will rattle like mad and damage plastic timing chain guides. These plastic pieces can become fully detached from metal surfaces over time thus enabling metal-to-metal contact of the timing chain and metal carriers guides were attached to. No reason to tell you that this can damage the timing chain further. Remove them too. This can lead to premature camshaft lobe wear, more stress on the cam phasers and, in the worst case, physical contact between pistons valves and other metal pieces. Thus, a full engine inspection should be performed. Regardless, exactly this happened to some 5. We could even call this problem a common one for the Triton engines produced prior to Later on, they have the exact opposite problem bear with us for that one. Blowing a spark plug on the 5. First of all, a blown spark plug will completely strip the threading of the aluminum head. It was one of the problems related to the first issue the ignition system problems I mentioned in the article. Interestingly enough, blowing out usually happens on the passenger side with the spark plugs on the third and fourth

cylinder. The problem was so common that numerous aftermarket specialists did, in fact, provide tools and solutions to drill, retap, and rethread the spark plug hole in the head. Prior to this, the only viable solution was to actually replace the head altogether. That is what Ford technicians do advise to this day, despite the cost involved. It is still a bit of a mystery of why this happens in the first place. Some can argue that there are not enough threads in the head for the spark plug to grab on to. Others debate about the problems with over-torquing or under-tightening. Nevertheless, the problem persists and one buying a vehicle with a 2 valve 5. Ford admitted the issue and even offered a solution with Lock-N-Stitch thread inserts in the head. They encouraged the installation of the Lock-N-Stitch thread inserts. However, some reports do suggest that better results can be achieved with HeliCoil kit. Now, they had begun experiencing problems during the replacement of the spark plugs. The spark plugs were so secure and so snug in their housings that upon attempting removal, the spark plug would often snap in half. In the worst case scenario, spark plug fragments parts of metal or ceramic could end up in the cylinder. Since, it all has to be removed before starting up the engine, this could translate to a lot of work. Cars with the 5. Ford introduced an all-new spark plug design with a 2-piece shell for the 5. FordProblems explains it:. Because the electrode is welded to the bottom part of the shell, it creates a natural breaking point. You see the problem. The spark plug simply sticks too hard making it rather difficult to remove. Ford issued some tools for easier removal, but only an experienced technician with enough time on their hands can be certain of replacing the spark plugs without breaking them. Engines with Variable Valve Timing VVT have numerous additional pieces which make possible slight timing adjustments to valve opening and closing operations on a running engine. This technology is created to provide certain advantages which benefit both fuel efficiency and maximum HP values. At lower RPMs, for example, it is optimal to save as much fuel as possible so the cam will be in one position. On the other hand, if more power is needed, the cam phaser will move the camshaft affecting the position of the cam lobes and, of course, the speed and timing of the valve opening. Now, on the 5. One may hear a rattling noise from the front direction of the valve cover. This noise usually points to a damaged, failed, or destroyed cam phaser which would affect almost all other moving pieces in the engine. The only reasonable solution is replacement with an all-new unit. Reasons for cam phaser failure may be related to excessive wear or failure of some sensitive parts of the cam phaser. Furthermore, as the engine oil pressure is used to rotate the input side, it is crucial to maintaining the engine as per Ford instructions. It is crucial to inspect the timing chain and all other related hardware of the engine after cam phaser failure on the 5. The engine oil pan gasket can develop a leak on the Ford 5. It is not a major issue as it is usually corrected with gasket replacement. However, on certain Ford F models, the oil may leak on the hot exhaust system which results in a strong smell of burning oil. Not exactly a pleasant experience. If you have any doubt of excessive oil consumption, you should first check oil pan for leaks and damage. The process of replacing the oil pan gasket goes something like this:. Andy Lilienthal is a life-long automotive enthusiast. He's written for several publications since the early s and has worked in the automotive aftermarket for over a decade. He enjoys working on cars and trucks, has a thing for oddball 4WDs and small cars, and loves to travel and camp. Andy lives with his wife, Mercedes, in Portland, Oregon. Skip to content. The Best of Kia. The Best Of Land Rover. Ford Expedition for thru service repair manuals and wiring diagrams free download. See also: Ford cars workshop manuals. These service repair manuals covers the operation and repair of the Ford Expedition cars for The car, built on the Ford-U frame platform, has a three-row body for nine seats. There were full and rear wheel drive versions of the car. A year after the premiere of the Ford Expedition, the public was presented with a more comfortable and technologically advanced version of the model under the brand Lincoln Navigator, which actually created a segment of luxury SUVs, consistently holding first place in sales in this class. At the end of , the second generation Ford Expedition factory designation â€" U was presented at the Detroit auto show, which is essentially a first-generation deep upgrade. All content on the site Carmanualsclub. The site administration does not bear any responsibility for illegal actions, and any damage incurred by the copyright holders. Your email address will not be published. Save my name, email, and website in this browser for the next time I comment. This site uses Akismet to reduce spam. Learn how your comment data is processed. Necessary cookies are absolutely essential for the website to function properly. This category only includes cookies that ensures basic functionalities and security features of the website. These cookies do not store any personal information. 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Automobile Ford Excursion Owner's Manual Ford motor company ford excursion owner's guide pages. Ford motor company ford explorer owner's guide pages. Ford motor company ford contour owner's guide 16 pages. Ford motor company ford f owner's guide 15 pages. Your new 4WD or AWD vehicle opens up a completely different and challenging world of travel unlike what you have ever experienced with a conventional two-wheel drive vehicle. For this reason, Ford urges you to read and understand the contents of this supplement. Power is supplied to all four wheels through a transfer case. On 4WD vehicles the transfer case allows you to select 4WD when necessary. Page 5 How your vehicle differs from other vehicles 4WD and AWD vehicles can differ from some other vehicles in a few noticeable ways. Your 4WD or AWD may be: Higher â€" to allow it to travel over rough terrain without getting hung up or damaging underbody components, and to accommodate 4WD components. This may damage the drivelines and axles. Drive slower in strong crosswinds which can affect the normal steering characteristics Page 7 4WD or AWD operation on the road rather than attempt a sudden return to the pavement which could cause the vehicle to slide sideways out of control or rollover. Remember, your safety and the safety of others should be your primary concern. Emergency maneuvers In an unavoidable emergency situation where a sudden sharp However, if you suddenly change speed or direction you may lose control. You should either know the terrain or examine maps of the area before driving. Map out your route before driving in the area. To maintain steering and braking control of your vehicle, you must have all four wheels on the ground and Ford joins the U. Avoid water higher than the bottom of the wheel hubs. Proceed slowly to avoid splashing, if the ignition system gets wet, the vehicle may stall. Once through water, always try the brakes. Page 13 Driving off-road with 4WD or AWD diagonally up or down a hill or steep incline, you should always try to drive straight up or straight down. Avoid driving crosswise or turning on steep slopes or hills. A danger lies in losing traction, slipping sideways and possibly rolling over. If you nevertheless decide to equip your 4WD or AWD for off-road use with tires larger than what Ford recommends, you should not use these tires for highway driving. Page 16 Failure to follow tire pressure recommendations can adversely affect the way your vehicle handles. Do not exceed the Ford recommended pressure even if it is less than the maximum pressure allowed for the tire. Page Maintenance And Modifications For this reason, Ford strongly recommends that you do not make modifications such as adding or removing parts such as lift kits or stabilizer bars or by Page Hauling Cargo And Vehicle Handling Hauling cargo and vehicle handling components is recommended if the vehicle is subjected to heavy off-road usage. Page 19 Hauling cargo and vehicle handling Loading the vehicle improperly can deteriorate handling capability and contribute to loss of vehicle control. Once you have reached the weight capacity of the vehicle, do not add more cargo, even if there is space available. Print page 1 Print document 20 pages. Cancel Delete. Sign In OR. Don't have an account? Sign up! Restore password. Upload from disk. Upload from URL. Highly flammable mixtures are. Failure to follow these instructions may result in personal injury. Disconnect the battery ground cable For additional information, refer to. Relieve the fuel system pressure. Drain the engine cooling system. Remove the engine air cleaner ACL and the air cleaner outlet tube 9B Compress and slide the hose clamp and disconnect the upper radiator hose. Remove the accelerator cable bracket bolts and position the bracket and cables aside. Ford motor company ford e owner's guide pages. Ford motor company ford excursion owner's guide pages. Ford motor company ford explorer owner's guide pages. Ford motor company ford contour owner's guide 16 pages. Ford motor company ford f owner's guide 15 pages. Highly flammable mixtures are always present and can be ignited. Remove the crankcase ventilation tube and the idle air control IAC valve fresh air tube. Disconnect the exhaust gas recirculation EGR valve vacuum line and the main vacuum harness. Disconnect the throttle position sensor electrical connector and the engine vacuum regulator connector. Remove the nut and disconnect the brake booster vacuum line and bracket. Disconnect the fuel lines. For additional information, refer to Section Disconnect the idle air control motor electrical connector. Position the power steering reservoir

aside. Remove the upper bolt. Remove the lower bolts. Position the reservoir aside. Disconnect the eight fuel injectors. Disconnect and remove the eight ignition coils. For additional information refer to Section B. Remove the upper intake manifold. Lift the intake manifold. Disconnect the intake manifold tuning valve connector. Remove the intake manifold and discard the gaskets. If required, remove the bolts and the water crossover. Install the water thermostat. Tighten the 11 bolts in two stages in the sequence shown. Stage 1: Tighten to 2 Nm 18 lb-in. Stage 2: Tighten to 10 Nm 89 lb-in. Install the power steering

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reservoir. Position the reservoir. Install the two lower bolts. Install the upper bolt. Install the PCV hose. Install the throttle body adapter and the four bolts. Tighten the bolts in two stages. Stage 1: Tighten to 10 Nm 89 lb-in Stage 2: Tighten an additional 90 degrees. Connect the idle air control motor. Connect the fuel lines. Connect the brake booster vacuum line and bracket and install the nut. Connect the throttle position sensor connector and the engine vacuum regulator connector. Connect the EGR valve the main vacuum harness vacuum connections. Install the crankcase ventilation tube and the IAC fresh air tube. Install the accelerator cable snow shield and the bolts. Connect the upper radiator hose and position the clamp. Install the engine air cleaner and the air cleaner outlet tube. This manual is also suitable for: Navigator Print page 1 Print document 10 pages. Cancel Delete. Sign In OR. Don't have an account? Sign up! Restore password. Upload from disk. Upload from URL.