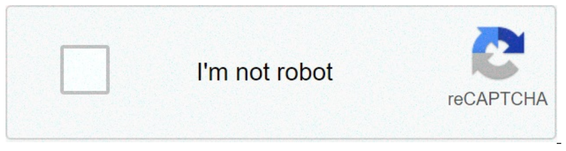

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How much transmission fluid do i need for a 4l60e

If you are like most people, you worry about your car's engine oil. It makes sense, considering the oil baths and lubricates the vehicle power plant. But it is the task of the transmission to express the power of the engine to the wheels, which means transmission liquid - the magenta life sap that coats gears and torque converters - guarantees just as attention as engine oil. Most road machines today have automatic transmissions and therefore automatic transmission liquid or ATF. Pressure changes within the ATF cause transmission to change gear. Even on a relatively simple unit, from your home to the office, let's say, the transmission and the fluid do a lot of work. Fluid temperatures will range at 175 degrees Fahrenheit (79 degrees Celsius), which looks hot for us but it is perfectly normal for ATF. In fact, if the fluid temperatures remained at 175 degrees Fahrenheit, ATF imitates the Energizer bunny and continue to move forward and go for 100,000 miles (160.934 kilometers) or down there. Unfortunately, fluid temperatures rarely remain in the optimal range. Numerous driving conditions - Stop-and-Go driving, carrying a heavy load, driving long distances or mountains up and down - can heat the transmission liquid beyond the acceptable limits. At these higher temperatures, ATF starts to break, and your transmission starts to move approximately the gears, slowly or both. This is why most manufacturers recommend changing your ATF and filter every 20,000 to 25,000 miles (32.187-40.234 kilometers). Repair shops, quick lubrication chains and service services can do it for you, if you want to shell out dollars. But it is not impossible to do it by itself as long as you have a bit of knowledge and some simple tools. And in a lowered economy, doing some of your car repair and maintenance can save a good sum of money in a year. Let's begin. On the next page, we will cover the tools and materials needed to change the fluid into a car with an automatic transmission. Changing the transmission fluid in a manual transmission works a little differently. You should consult your owner's manual or, better yet, take your car in a good mechanic. New car engine with Raxxillion red cutout from Fotolia.com The 4L60 was created by General Motor's Corporation and was available from 1990 to 1992. The first automatic overdrive transmission specifically designed for high-performance rear wheel applications. Available for just three years, the 4L60 transmission was installed in the GM Truck Line line, the Pontiac Firebird, Chevrolet Camaro and in some Corvette applications. The 4L60 designation, while the same for the 4L60 and 4L60E represents the fact that the transmissions are four gears, positioned longitudinally, the engine is able to support a weight assessment of the 6,000-pound gross vehicle (GVWR). The 4L60E transmission has proven to be stronger than original 4L60 and is installed in applications up to 8,600 lb. GVWR. The designation "and" refers to the electronic variation to displacement controlled in the design of the 4L60E transmission. The electronic gearbox control is managed by the computer system of vehicles on board. SHIFT points are based on rpm, butterfly ranges and a variety of conditions. The rear output housing is configured with a six-boling motif in the delayed transmissions of the 4L60E model. The 4L60 transmission is configured with a four-bolted motif. The model of the bolt is not a guaranteed distinction, however, as initial transmissions 4L60E, produced from 1992 to 1997, also have a reason to Bolts. A significant update from the 4L60 transmission is the fact that the transmission 4L60E has a removable bellhousing, allowing greater access to the transmission parts. The description of the transmission and can be removed from models more recently recently of the transmission 4L60E, since all transmissions are now electronically controlled. The production date and rear output housings are the key identifiers of the initial transmission 4L60 and e Transmissions 4L60E does not indicate the name E. The Ford E4od, which is for electronic overdrive four speeds, was transmitted first electronic control of Ford. Its predecessor, transmission C6, used only hydraulic pressure and mechanical connections to operate. The E4OD uses several electronic sensors throughout the vehicle, as well as hydroelectric solenoids to change gear. This use of transmission has seen in the Ford truck in natural size and vans, as well as SUVs until 1990. Part of maintaining transmission E4od is periodically changing the fluid. Ford states that the liquid must be changed every 60,000 miles. Raise the front of the vehicle with a jack and position the stands under the long-run ones. Lower the vehicle until its weight is only on standstacks. Slide the drain tray under the vehicle when it is directly under the transmission pan, the metal plate at the bottom of the transmission. Crawling under the vehicle, loosen and remove all except four bolts - allowed each corner - from the transmission pan, using a ratchet and socket. Loosen, but don't remove the four remaining bolts, using a ratchet and socket. Lower on the transmission plate to free it from the transmission base. Fluid will start flipping from the pan. Remove the remaining four bolts from the pan, with a ratchet and socket, once the fluid is stopped draining. Be sure to hold the pan as you remove these bolts, as it is still fluid in the pan and could fall, causing a large oil spill. Tilt the pan on one side once all the four bolts are removed to drain the rest of the fluid from the pan. Rasfing the cup gasket from the top of the tray, using the razor scraper blade, and use the abrasive sponge to clean the top of the tray. Spray the inside of the transmission pan with the auto parts detergent and clean down with shop rags. Make sure you clean out all the old fluid and debris from the pan. Put a thin layer of RTV silicone around the top of the pot, where the gasket sits, and place the gasket on the plate. Be sure to align the holes in the gasket with those in a pan. The RTV silicone will keep the seal in place while reinstalling the pan. Place the rear pan on the transmission and tighten the 20 screws. Tighten the bolts of 12 to 16 pounds per foot, in a crossed way with a torsometric key and the compass. Lift the vehicle off of the jack lies with a jack and remove the trip. Lower the vehicle to the ground. Open Ford's bonnet and remove the transmission rod from the fill tube located on the rear side, engine passenger. Place a funnel in the filling tube and add about 6 1/2 liters of Mercon transmission fluid. Reinsert the level auction and start the vehicle. They allow you to reach the operating temperature, roughly half of the dashboard thermometer, and moving through each gear holding the brake pedal. Place the transmission indicator in "Park" and check the gearbox oil level on the starter. It must be inside the dashed area on the water. If the fluid is low, add mercon fluid until you reach the dotted area. Close the bonnet and vehicle off the motor down. Pour the liquid from the drain tray into the empty mercon transmission fluid bottles, using a funnel as a guide. Take this old fluid to a local car parts shop for proper disposal. The General Motors 4L60E automatic transmission at four speeds is one of the longest and most versatile GM transmissions ever It derives first as a change of name from the well considered Turbo-Hydramatic 700R4 at 4L60, and then to the electronic version called 4L60E. Share similar components with 4L65E automatic as well. The transmission corresponds longitudinal engine. GM produces the 4L60E in Toledo, Ohio, and Romulus, Michigan. GM designed the 4L60 and 4L60E as four automatic gears Overdrive TH700R4 in 1982. In the The 1980s, GM was desperately looking for more efficient methods from fuel to feed his cars after the disastrous fuel shortcomings of the 1970s who have brought a wave of Japanese imports in North America. Increased fuel costs to the pump and a recession in the first seriously persecuted auto sales of the 1980s. The most efficient four-speed TH700R4 has replaced the venerable TH350 TH350. The TURBO 700 offered a 30% overdrive and had a 3.06 to 1 final gear ratio which has still provided quick acceleration from a dead stop. The first 1980 versions of the TH700R4 have suffered to grow pain as GM has developed insects. The automotive house has been determined to make a success of the four-speed automatic sector. GM has renamed the TH700R4 in 1990 as 4L60 to reflect its purpose as a four speed with a longitudinally positioned combination engine and a gross vehicle weight assessment up to 6,000 pounds. The automotive house has not made mechanical changes to the TH700R4. In 1997, the electronically controlled displacement version has become available in rear-wheel drive and two and four-wheel drive cars. The sixth generation Chevrolet Corvette was also equipped with the 4L60E transmission. The 4L60E used electronic solenoids and actuators to control the clutches, the valve body and the bands to move the gears. The speed sensor of the GM vehicle and a powertrain computer of the vehicle determined when the gear change was optimal. The 4L60E gear reports are from 3.059 to 1 for the first, 1.625 to 1 for the second, from 1.00 to 1 for the third, from 0.696 to 1 for the fourth and a ratio 2.29-to-1 per Reverse. The 4L6E initially arrived with Cadillac Brougham, and as an option for all Chevrolet models. The firebirds of 1993 and subsequent pontiacs and the dockmaster of 1994 to 1996 were also equipped with 4L60E. The Australian branch of GM, Holden, equipped its Commodoree and Caprice cars with the 4L60E. The electronic controlled automatic was also available for Luxury Trucks of 1997 and subsequent Chevrolet Avalanche, Camaros, Compact S-10 and Pickup in Colorado, Silverado pickup, Suburban Sports Utility Vehicles, Tahoe and Trailblazer, GMC Sierra, Sonoma and Yukon, and the Pontiac Firebird and 2004 GTO. Although GM has designed its 4L60E and its older brothers for their cars, its versatility has quickly gained admirers who owned others and model cars and trucks. The 4L60E had become popular as a conversion transmission. A common adaptation is that of Chrysler Jeep to two and four wheels and some sports vehicles with four-wheel drive international driving. Another truck makes Dana 18, Dana 20 and 1980 to 1986 Dana 300 Transfer Cases can also use the 4L60E. 4L60E.

how many quarts of transmission fluid do i need for a 4l60e. how much transmission fluid does 4l60e take. how much transmission fluid for 4l60e

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