2004 explorer timing chain

Rated at a rather anemic horsepower, the 4. It also has an unusual overhead cam drive setup. Unlike most other OHC V6 and V8 engines that drive both overhead cams directly from the crankshaft with a belt or chain, this engine has an intermediate jackshaft in the middle of the block where a pushrod cam would normally be located. Advertisement Click Here to Read More Advertisement Unlike most other OHC V6 and V8 engines that drive both overhead cams directly from the crankshaft with a belt or chain, this engine has an intermediate jackshaft in the middle of the block where a pushrod cam would normally be located. A short timing chain on the front of the engine connects the crankshaft to the intermediate jackshaft. A second, longer timing chain behind the first chain connects the front of the jackshaft to the overhead cam on the left side of the engine. A third timing chain in the back of the engine connects the rear of the jackshaft to the overhead cam in the right cylinder head. It probably allowed the engine to be shorter and more compact. The noise is most noticeable when a cold engine is first started, and is usually loudest from to rpm. The same noise problem can also develop in and newer high-mileage engines as a result of chain guide wear. In some instances, the guide may break and disintegrate and spew debris into the oil pan. This may also cause one of the timing chains to break typically the front left chain. Advertisement Fortunately, the 4. But it does create an expensive repair for the vehicle owner. This timing chain cassette can be replaced without having to pull the engine out of the vehicle. But, if the engine has a bad rear chain or guide, or a chain guide has failed and throws debris into the crankcase, you will have to remove the engine to make the required repairs. That includes removing the flywheel and flexplate so that the rear cam drive cassette can be replaced, and pulling the oil pan so any debris in the oil pan and oil pickup screen can be cleaned out. The redesigned Ford primary timing chain service kit includes an improved chain tensioner and chain guide, chain, jackshaft and sprockets. But if the right head has to come off, the only way to remove the head is with the engine out of the vehicle because of the rear cam drive on the right head. This might be a viable alternative IF you can find a good used low-mileage 4. A better option if your customer is willing to spend the money would be to install a remanufactured engine. A reman engine from a reputable supplier should be completely reconditioned to original specifications and come with an extended warranty. Advertisement Some suppliers offer a three-year or 36,mile warranty with their reman engines. The lighter oil will flow to the timing chain more quickly following a cold start and reduce the noise somewhat. However, if the engine has a lot of miles on it more than , or changing motor oils makes no difference, replacing the timing chain cassette s will likely be necessary to quiet the engine. As we mentioned earlier, this is a rather involved repair procedure so always refer to the Ford service literature for the step-by-step details. The jackshaft drive gear and cam drive gear retaining bolts are TTY torque-to-yield and should not be reused. The rear jackshaft bolt is also covered by a small circular plug on the back of the engine. The left front and right rear cam drive cassettes for this engine are different, and the design and quality of the parts can vary depending on the supplier. Some aftermarket suppliers buy their cam drive cassettes from the same original equipment supplier that Ford uses, while others do not. Go with the genuine Ford replacement parts or parts from a quality-brand aftermarket company. By comparing the spark durations, you can quickly see if a spark plug is fouled or a cylinder has low compression because the burn time for that cylinder will be longer. If you see a cylinder with a shorter burn time, it would tell you that cylinder is running lean or the spark plug gap in that cylinder is worn or set too wide. Ford TSB says the cure is to install a damper kit to dampen the annoying vibration. Make sure you install the correct replacement plugs because the ones for the 4. Though Ford diehards tend to stick with the original Motorcraft brand spark plugs, any brand of spark plug will work in these engines provided the plug manufacturer has a listing for the engine application. The plug gap is 0. The crankcase oil capacity on the 4. Special Topics Webinars Video Podcasts. Magazine Current Issue Past Issues. Connect with us. Advertise Subscribe Contact Us. By Larry Carley. Fortunately, the 4. Some suppliers offer a three-year or 36,mile warranty with their reman engines. Watch a webinar for free on-demand! Listen to the latest Underhood Service podcast. Stay up to date with the latest Underhood Service news. By Larry Carley Carley. By Andrew Markel. Video Series View More Videos. Sponsored Content. In a pandemic-influenced world, driving habits may have changed, but not vehicle needs. The Explorer has a very well-established record of expensive transmission failure at under k miles. Adding insult to injury, the Explorer also has a massive problem with the rear panel cracking. While it's a minor annoyance compared to transmission failure, ironically the crack usually goes right through the Ford logo. Another Blown Explorer Engine, Wife took for oil change, car worked fine. After getting keys she could not start. Asked the oil place what they did to the car, the said it ran fine. Called my mobile mechanic, he came out and determined the timing chain broke loose and destroyed the engine. After he took the engine out he showed me all the plastic that shredded and was everywhere. The oil pan looked

like it had Miracle Grow in it as well. Ford is a joke had to replace the blown tranny in my Windstar as well. I always wanted a Ford Explorer, so when i bought mine in Sept '10 I was very happy. That I thought was the end to my problems until last week when my car stopped in the middle of the road with my 2 kids, 1 being an infant in the pouring rain. I had to order a tow truck and am now renting a car for 40 bucks a day. It turns out the timing chain broke on the engine!!! My warranty expires in a month. Thank god for that i am still waiting on approval from my warranty company. I will never buy a Ford explorer or any vehicle from Ford they are the worst trucks ever made. This experience has been extremely stressful. I hope the engine is fixed so I can sell this truck and get a new car! My husband was just driving home yesterday and the timing chain broke and cause engine failure. Now we are being told that we have to replace the entire engine. We just had the timing chain "Fixed" in March As as the other complaints for this Ford dealer said they never break If this is a Ford issue, why don't they fess up and fix it? So, I have had my ford explorer for about 7 years, purchased brand new has about , miles on it. The timing belt broke as i was advised on the interstate. The only solution was to have the engine replaced. Unfortunately with this economy I can't afford it with 2 kids living on a budget. So now I am hitching rides! Here I come Chrysler Very disappointed. They say my timing chain broke and now I need a new engine 54, miles!!! I'm at my wits end with this piece of crap!! And the bad thing is I still owe on this!!! So it's not like I can just junk the car which is where it should be If you have a for-profit service, contact us. Most Common Solutions: replace engine 5 reports not sure 2 reports. Find something helpful? Spread the word. Share on Facebook Retweet this page Email this page. Helpful websites No one has added a helpful site for this Explorer problem yet. Be the first! Find a good Ford mechanic Read reviews of repair shops in your area. Enter your zip code: A free service from CarTalk. Send Comment Add Complaint. Search CarComplaints. Not what you are looking for? Search for something else:. The Explorer has a very well-established record of expensive transmission failure at under k miles. Adding insult to injury, the Explorer also has a massive problem with the rear panel cracking. While it's a minor annoyance compared to transmission failure, ironically the crack usually goes right through the Ford logo. Most engines have timing chains that can be fixed with minimal work. When the timing chain guides failed the engine sounded like it was going to fly apart. The engine had to be removed to fix the problem. The problem started with a loud knocking while driving to work one afternoon and then after work it continued. As I got on the highway to go up in speed, the knocking got louder and then stopped as the gas light came on and my foot went all the way down on the gas pedal. I got the car towed home about 3miles. Next day a mechanic came to house and saw the hole in the valve cover about the size of my finger and one could see the timing belt going around as I tried to start the car unsuccessfully. Its been sitting ever since. I'm a one car family and now have to catch buses to work and taxi everywhere to take care of any routine household needs. I had the same problem as Number 1. My engine just lost all drive and started bucking all over the place. I had it towed to the shop and found out the timing guide had slipped and thus my car engine self-destructed. Only difference is the car only had 63, miles on it. There is no way a timing chain should slip at 63, miles. I had to replace the entire engine. Sayville Ford misdiagnosed the problem, quoting me a price of to fix it. After making the fix, they discovered that was not solution, retested the vehicle and charged me an addition Plus tax, gets me to around the Filed a complaint with motor vehicles of New York. They stated that the way Sayville Ford handled the issue, was incorrect, however, the mistake on my part was that I had a local mechanic open it up to see if there was anything he could do. Had I not have done that, the inspector stated I had a case with Sayville Ford. Granted my explorer had very high mileage at the time of the problem, I followed Ford's preventative maintenance recommendations as close as possible. I took a very long road trip in my car, continuous running for about 20 hours at mph. Two weeks later on this trip I was on the highway driving to my temporary job and the check engine light came on, the engine started bucking and whining and the car slowed itself from 65 to about 30 without me intervening. I pulled off the highway, on the road I could not get the car to accelerate over 10 mph, the engine was making a bad ticking and the car was bucking back and forth a bit as well. I had the car towed to Maroone Ford of Fort Lauderdale whose service advisers are some of the scummiest I have ever dealt with. The adviser I dealt called me up fast talking, would not explain anything in detail but said my engine needed to be replaced. The trade in value of the vehicle is probably half the cost of the repairs. I went and spoke with the manager of the service department to voice my disgust about how his adviser dealt with me. The manager was pretty sympathetic and explained to me in great detail what the mechanic felt went wrong. He said the timing chain guides which are held in by oil pressure had worn out, the engine then went out of time and basically self destructed. They took me into the shop to prove they had pulled the heads off, which I had not authorized therefore would not pay for diagnostic labor, the valves were dented and bent from piston

impacts and the push-rods were bent as well. I took the codes from the diagnostic that were run and gave them to a mechanic I trust. He agreed and said the engine needed to be replaced but could be done for about half to a third of the cost of the price they were estimating. I have done a decent amount of work on it myself, replaced the water pump, pulleys, and alternator on my own. I didn't think I had the time or experience, or resources to attempt replacing it myself on top of the fact that I was 1, miles from home. I was able to set up a quick sale with a guy who fixes junk cars, got a little less than I wanted but got it out of my hair. I am just upset at how I am hearing more and more about timing issues with the Ford 4. I will never buy another Ford as long as I live nor do I recommend them to anyone based on my experiences. If you have a for-profit service, contact us. Most Common Solutions: not sure 4 reports replace timing chain guide 3 reports replace engine 1 reports. Find something helpful? Spread the word. Share on Facebook Retweet this page Email this page. Helpful websites No one has added a helpful site for this Explorer problem yet. Be the first! Find a good Ford mechanic Read reviews of repair shops in your area. Enter your zip code: A free service from CarTalk. Send Comment Add Complaint. Search CarComplaints. Not what you are looking for? Search for something else:. Password Forgot Password? Join Us! Join Date: Jan Posts: 6, Seen many, many many many posts on here about the 4. I have recently rebuilt the top end of my 4. Here I am going to post about every link known to man about how to deal with the infamous SOHC rattle. ALL 4. Much better than having to possibly remove the engine to replace all of the guides. Also, if the drivers side guide is broken, you can replace it with the engine in as well. Note, guide only. To remove as well the chain you have to at LEAST remove the transmission in order to pop off the rear jackshaft sprocket cover in order to remove the bolt holding on the sprocket. The ford OTC tool is designed so that you can remove the rear cam sprocket, replace the guide, and re-time the cams with the engine in the vehicle, remind you, it'll be cramped, but it is possible. In fact, using alldata, the service procedure has you replace the rear guide with the engine in. There have been people who have successfully replaced the rear guide with the engine in. Now, here are links to all of the SOHC replacement threads. I highly recommend using a database like all data, or a Haynes or factory ford service manual along with these links. A lot of these links are for 4. To play it safe, use alldata or a service manual. Here is the link to his youtube channel. Join Date: Jun Posts: 10, Re: 4. Originally Posted by Logan03CO. Join Date: Aug Posts: 1, Originally Posted by dangerranger01NJ. X2 very nice write up, I have a video of when I changed my tensioners, the top one was tricky. Saving this in my favorites lol. Lol as the video goes on you can see we went until night. Join Date: Sep Posts: 1. Noticed Rattle on startup at , Ford Edge V6 4. Checked round and found out about Primary Timing Chain rattle noise. Took vehicle to Ford dealership. They knew what it was without me talking about it. I was extremely disappointed to say the least. Engine froze up on the way home and had vehicle towed. This has priced me out of repairing a mint condition vehicle except for the Ford flaw. This is a money generating flaw by Ford. All with no help to the customer. They had these problems in the 90's and recently, but, did not know what the real problem was. They all have walked away from Fords entirely forever and now own foreign vehicles. I wanted to stay with American trucks, however, I cannot afford to keep taking huge financial hits with Ford products. Full synthetic. Originally Posted by JackC. Posts: 2. I have a Ford Ranger 4. Approximately thousand miles ago I began having a rattle as my truck would upshift between 2. I didn't make much of it and at the time was unaware of this issue. The rattle has progressed and will occur during acceleration from 2. Also, it makes a very brief but load rattle on cold starts. I have noticed that the noise which occurs while driving is not there when the engine is still warming up just after I leave my house. I haven't been able to isolate the location of the rattle so I am unsure which tensioners are causing the issue. Based off of the description I gave can you make any guesses? Originally Posted by r4ngerdanger. Join Date: Feb Posts: 2, Gonna try and tackle replacing the pre-tensioners. I've come across some conflicting information though. Do you need to "prime" them with oil before install? I've read that you need to and also that it's not necessary. My understanding of how the tensioner works is that the spring holds tension in the chain until hydraulic pressure from the oil can maintain tension. So it would make sense that you wouldn't need to prime them. But, I've been wrong before, so I figured I'd better ask. Join Date: Jul Posts: User Name. Remember Me? Forgot Password? Ranger Pictures. Social Groups. Mark Forums Read. Page 1 of 6. Thread Tools. Join Date: Jan Posts: 6, View Public Profile. Send a private message to 02RangerFX4. Find all posts by 02RangerFX4. Logan03CO No wire hangers, ever! Join Date: Jun Posts: 10, Send a private message to Logan03CO. Find all posts by Logan03CO. Join Date: Aug Posts: 1, Send a private message to dangerranger01NJ. Find all posts by dangerranger01NJ. Quote: Originally Posted by dangerranger01NJ X2 very nice write up, I have a video of when I changed my tensioners, the top one was tricky. Yea that one was a pain, trying to push, turn and not crossthread at the same time lol YouTube Short URL. We cut one of the old tensioners and used

it as a thread chaser. JackC Learning to use the forums. Join Date: Sep Posts: 1. Send a private message to JackC. Find all posts by JackC. Join Date: Aug Posts: 2. Send a private message to r4ngerdanger. Find all posts by r4ngerdanger. Jimmyspy Ford Ranger Driver. Join Date: Feb Posts: 2, Send a private message to Jimmyspy. Find all posts by Jimmyspy. Join Date: Jul Posts: Send a private message to bjurke. Find all posts by bjurke. Similar Threads. How long will it go? Timing chain rattle SOHC. For more information go to Manufactured from top quality components, this is your best option and inexpensive replacement for your rebuild, repair, and maintenance needs - an OE replacement product for your damaged or aged factory part. Replacement - the most affordable brand name for replacement parts th From precise molding and precision-matched, direct-connect comp We've Made a Site Update. Refresh to the latest version. Retrieve quote. Track order. Sign In or Create Account. Every Purchase Supports. Texas Relief Efforts. Select your vehicle. Refine by:. Timing Chain Kit part. Returns Policy. Recommended Use. Quantity Sold. Showing 1 - 14 of 14 results. Sort by:. Guaranteed to Fit. Core Charge. Add to cart. Page 1 of 1 Showing 1 - 14 of 14 results. Featured Brands. Replacement Timing Chain Kit - 6 Cylinder, 4. Reviews Questions, Answers. DriveMotive is dedicated to offering drivers a premium, trusted choice for aftermarket pumps, compressors, and other mechanical parts so you can focus on what matters mostâ€"the road ahead. Feb 05, Got it. Gonzalo jaramillo. Purchased on Jan 25, Jan 28, Great pricing and perfect fit! Nikki Williams. Purchased on Jan 12, Jan 10, Good so far. Brooks Brooks. Purchased on Nov 16, Show More. Helpful Automotive Resources. You may notice that the noise becomes more frequent when engine speed is increased, especially if the sound is due to a failed bearing. P Code: Engine Position System Performance Bank 1 The camshaft sensor sends a signal to the PCM that identifies the right time to fire the fuel injectors and on some vehicles, fire the spark plugs. To ensure that the engine is timed properly, the PCM tests for misalignment between the camshafts on one bank of the engine and. Contact Us. Phone Number Shop with Confidence. All Rights Reserved. Terms of Use. Privacy Policy. California Supply Chain Disclosure. Accessibility Statement. For more information go to Manufactured from top quality components, this is your best option and inexpensive replacement for your rebuild, repair, and maintenance needs - an OE replacement product for your damaged or aged factory part. Replacement - the most affordable brand name for replacement parts th From precise molding and precision-matched, direct-connect comp We've Made a Site Update. Refresh to the latest version. Retrieve quote. Track order. Sign In or Create Account. Every Purchase Supports. Texas Relief Efforts. Select your vehicle. Refine by:. Timing Chain Kit part. Returns Policy. Recommended Use. Quantity Sold. Showing 1 - 15 of 22 results. Display item:. Sort by:. Guaranteed to Fit. Core Charge. Add to cart. Part Number: RF Page 1 of 2 Showing 1 - 15 of 22 results. Featured Brands. Replacement Timing Chain Kit - 6 Cylinder, 4. Reviews Questions, Answers. DriveMotive is dedicated to offering drivers a premium, trusted choice for aftermarket pumps, compressors, and ot

pathfinder manual pdf
2010 f150 manual
2006 nissan frontier fuel pump relay location

her mechanical parts so you can focus on what matters mostâ€"the road ahead. Feb 12, Pre installation. John Lucas. Purchased on Jan 07, Dec 21, I have not assembled the timing chain kit. Taking my time to make sure it is installed correctly and timed properly. James Lenning. Purchased on Sep 11, Nov 21, Chuck Kull. Purchased on Nov 10, Show More. Helpful Automotive Resources. You may notice that the noise becomes more frequent when engine speed is increased, especially if the sound is due to a failed bearing. P Code: Engine Position System Performance Bank 1 The camshaft sensor sends a signal to the PCM that identifies the right time to fire the fuel injectors and on some vehicles, fire the spark plugs. To ensure that the engine is timed properly, the PCM tests for misalignment between the camshafts on one bank of the engine and. Contact Us. Phone Number Shop with Confidence. All Rights Reserved. Terms of Use. Privacy Policy. California Supply Chain Disclosure. Accessibility Statement.