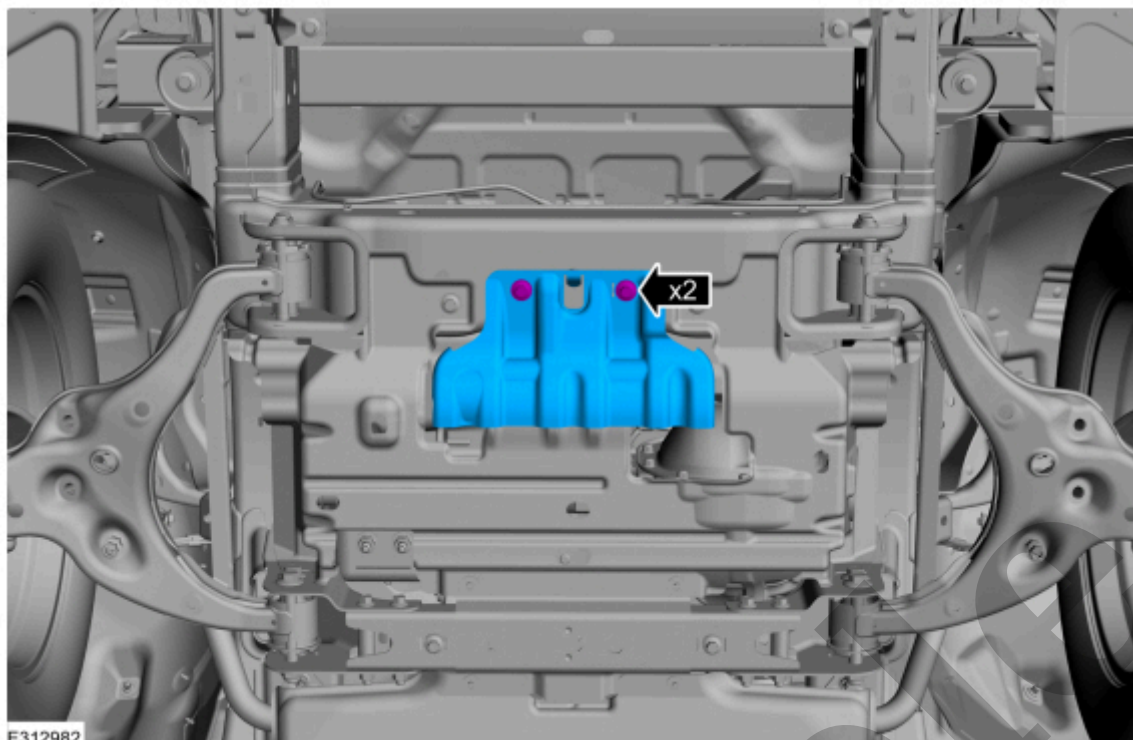


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## 2014 FORD Tourneo Connect OEM Service and Repair Workshop Manual

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24. **NOTE**

If equipped.

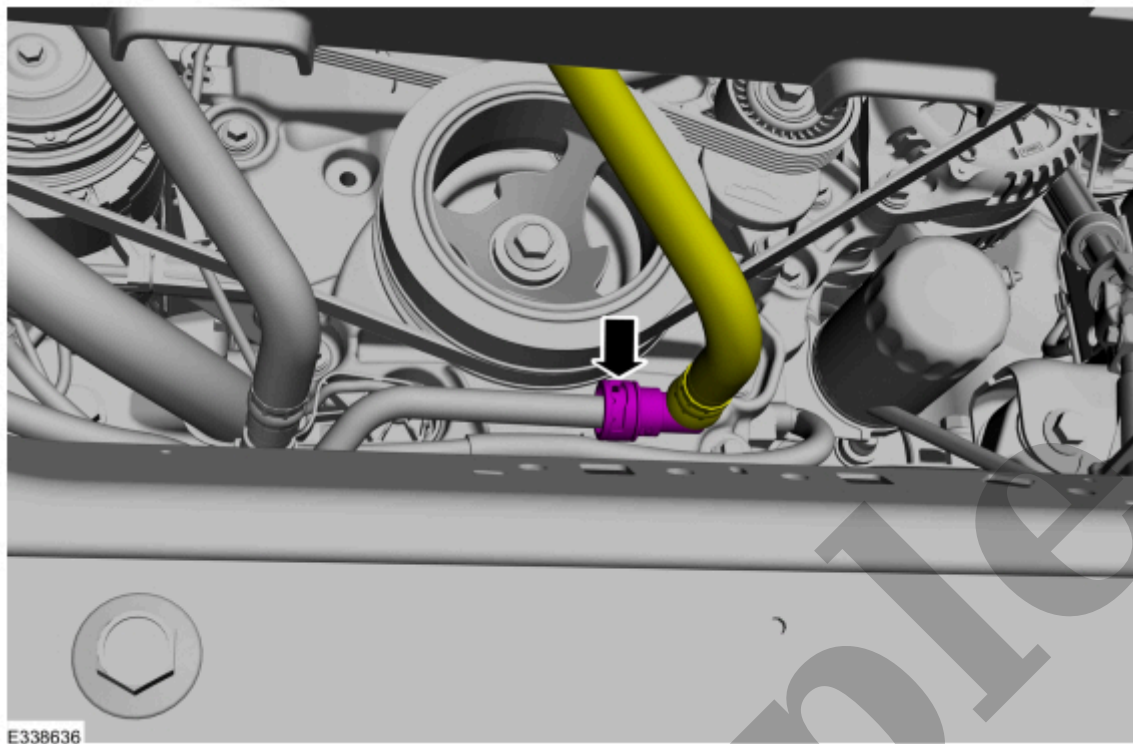
Remove the underbody shield.

***Torque :***

1: 30 lb.ft (40 Nm)

2: 71 lb.in (8 Nm)

26. Disconnect the coupling and position aside the transmission fluid cooler tube.



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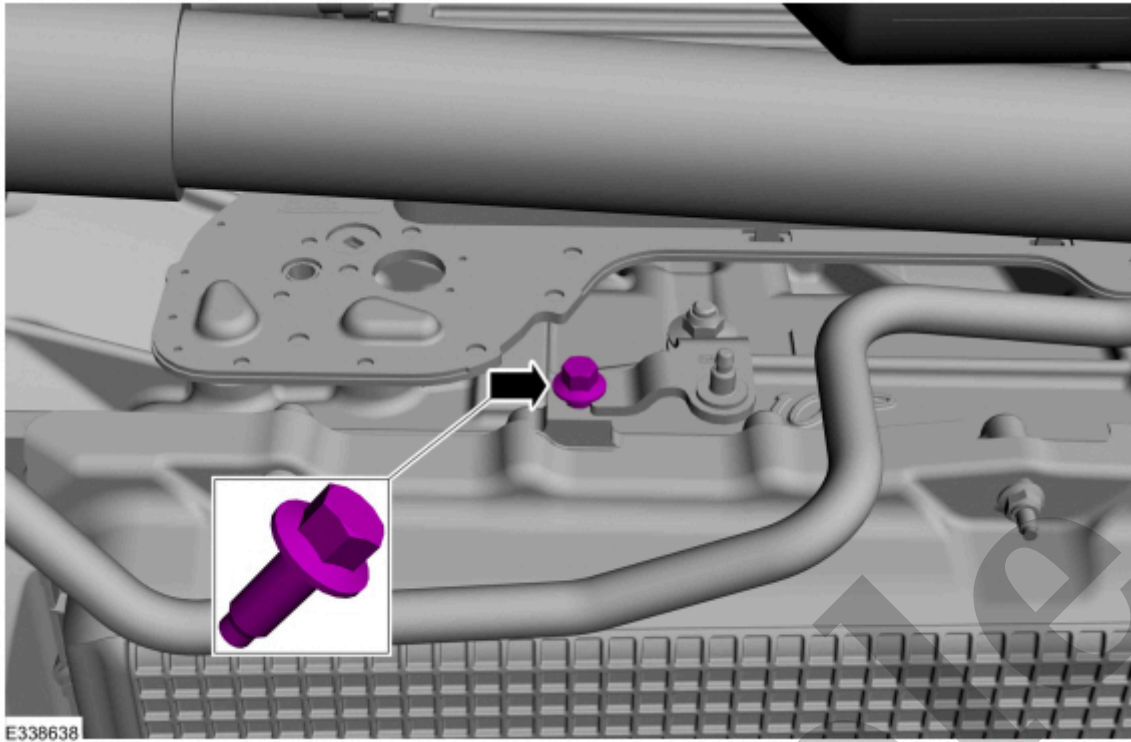
27. **NOTE**

Place the transmission selector lever in Neutral after removing cable.

- Remove the bolt.

***Torque*** : 177 lb.in (20 Nm)

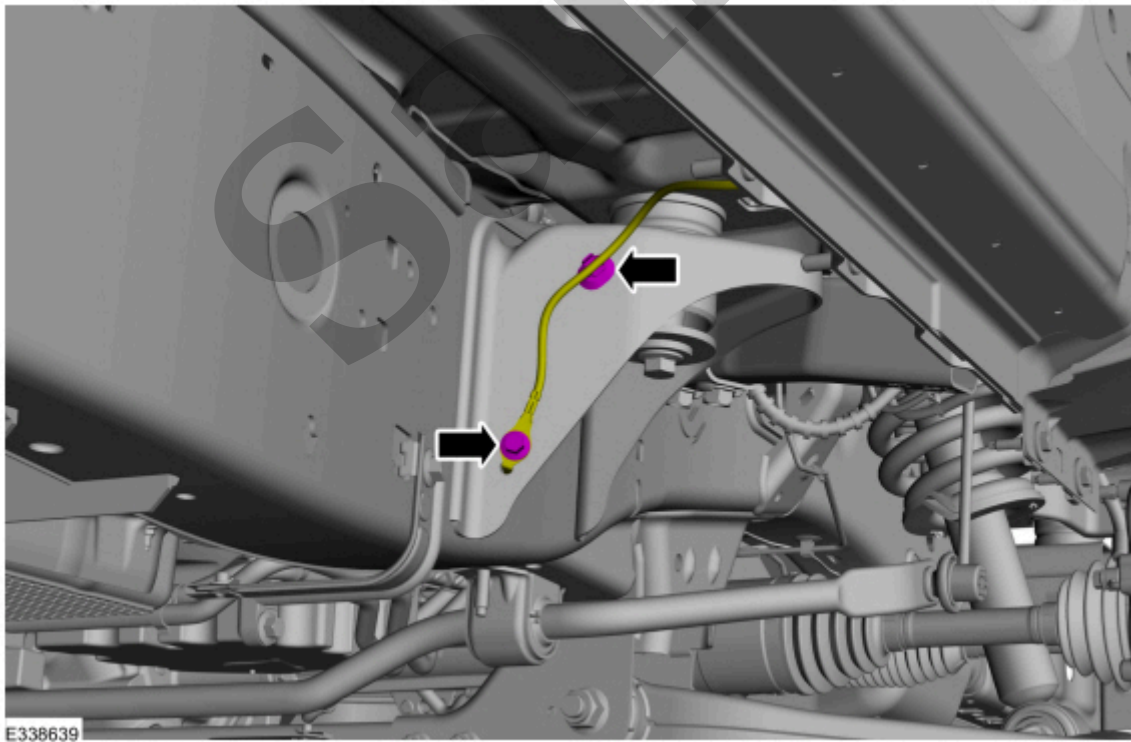
- Pull out and position aside the selector lever cable.



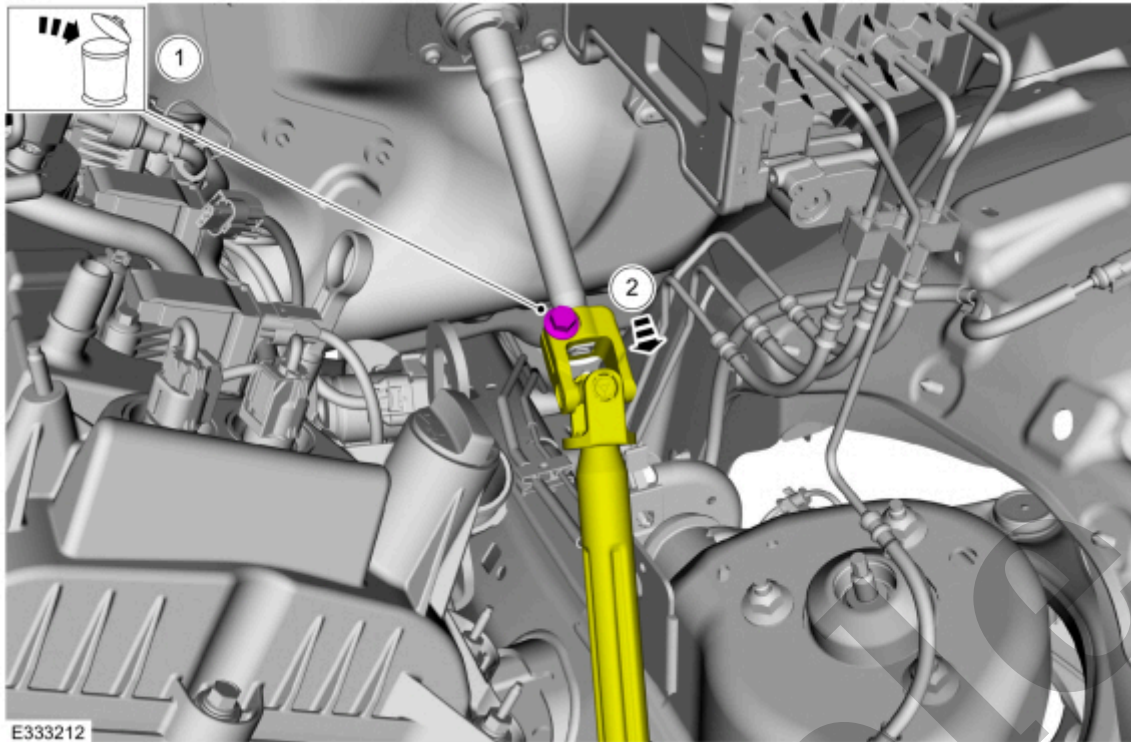
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29. Remove the body-to-frame ground strap bolt RH (right-hand) frame bracket and position aside.

**Torque** : 106 lb.in (12 Nm)

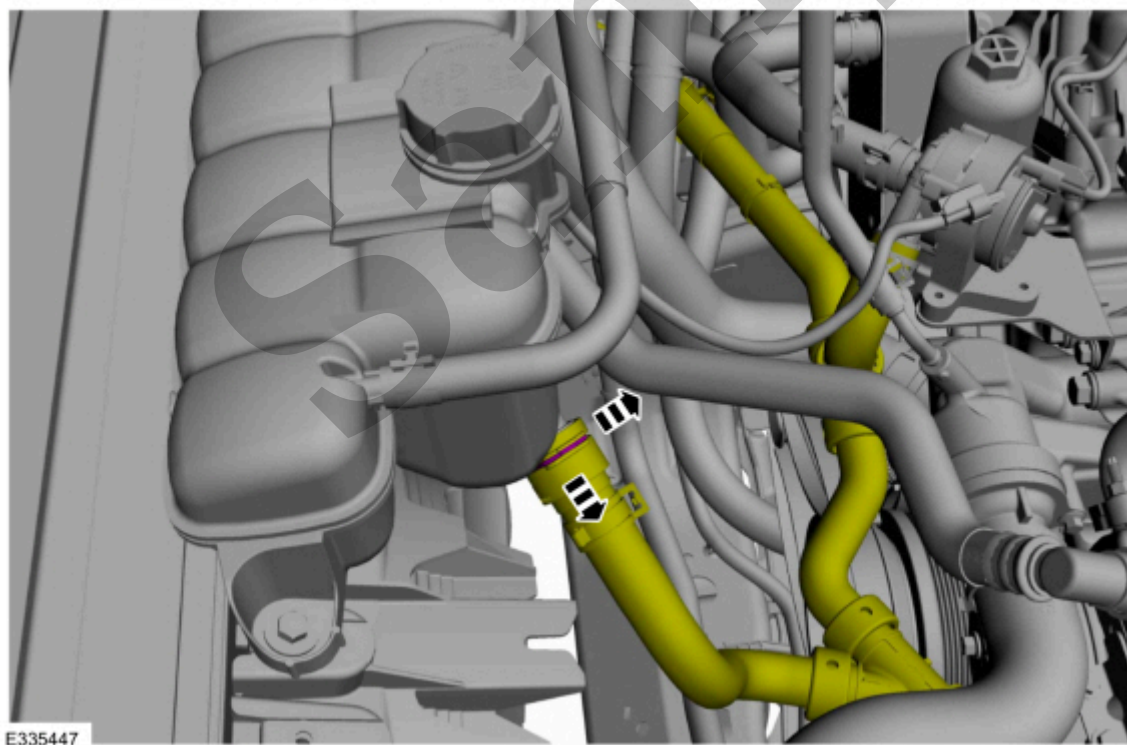


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32. Remove the clip and disconnect the lower degas bottle hoses.



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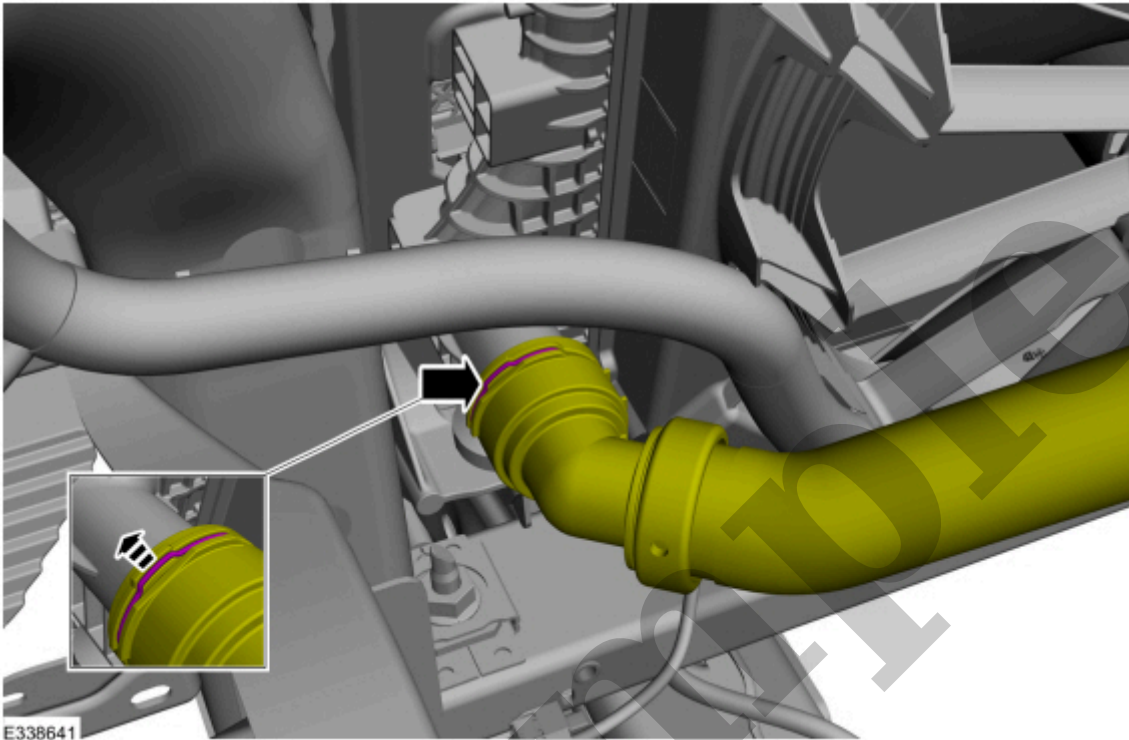
33. Disconnect the heater core inlet and outlet hoses.



35. **NOTE**

Place a drain pan under the radiator to capture excess fluid.

Disconnect the lower radiator hose at the radiator.



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36. **NOTICE**

Do not allow the master cylinder tubes and hoses to bend or kink. Failure to follow this instruction may compromise brake performance.

**NOTE**

Make sure to cover any open ports to prevent debris from entering the system.

Disconnect the brake lines and position aside.

**Torque** : 159 lb.in (18 Nm)



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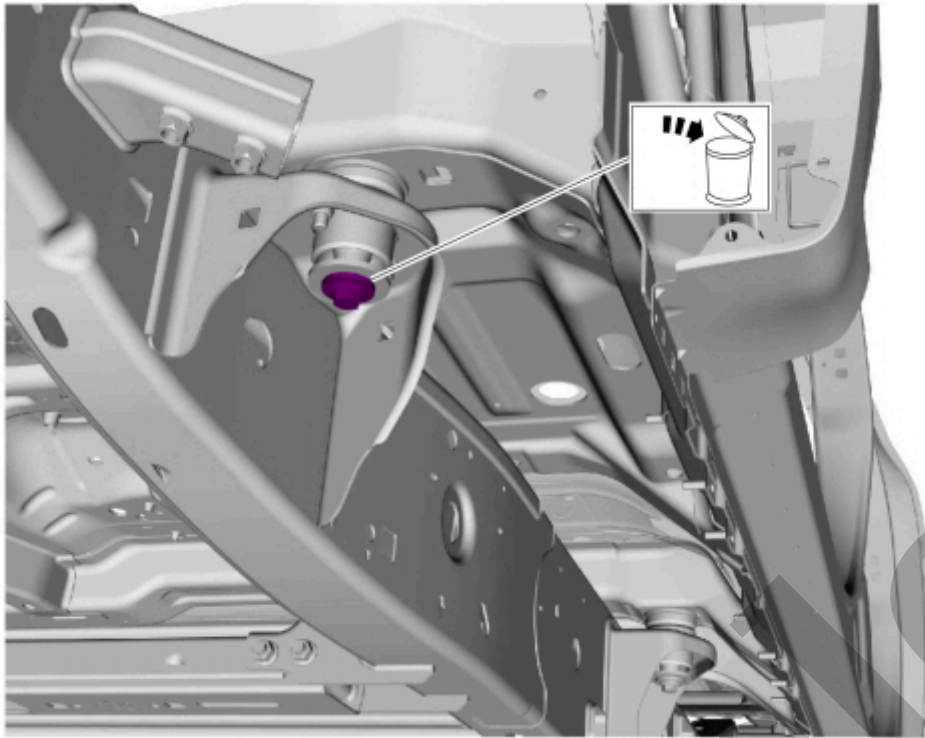
#### 38. NOTICE

Use hand tools only to remove the Front End Sheet Metal (FESM) bolts, power tools may damage the body mount retainer nuts.

Remove and discard the Front End Sheet Metal (FESM) bolts.

#### ***Torque :***

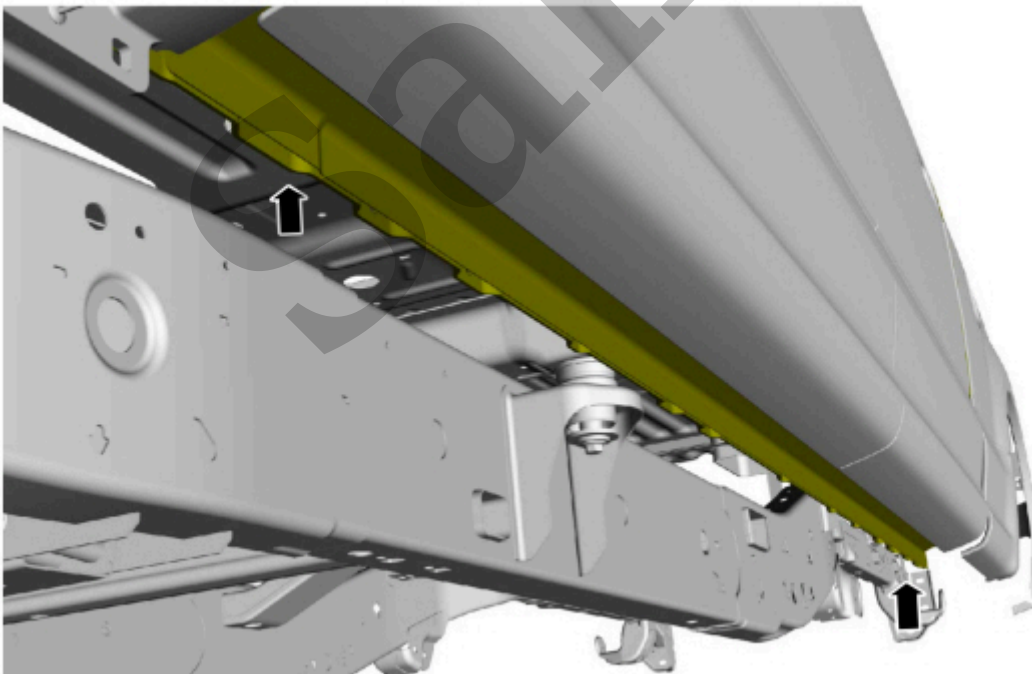
Front End Sheet Metal (FESM) body mount bolt: 59 lb.ft (80 Nm)



E283978

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41. Position equally side-to-side, the hoist lifting pads below the pinch welds on the body at the furthest most front and rear positions.



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Refer to: [Brake System Pressure Bleeding](#)(206-00 Brake System - General Information, General Procedures).

4. Check and fill the transmission fluid.

Refer to: [Transmission Fluid Level Check](#)(307-01A Automatic Transmission - 10-Speed Automatic Transmission – 10R80, General Procedures).

5. Refill the cooling system.

Refer to: [Engine Cooling System Draining, Vacuum Filling and Bleeding](#)(303-03A Engine Cooling - 2.7L EcoBoost (238kW/324PS), General Procedures).

Refer to: [Engine Cooling System Draining, Vacuum Filling and Bleeding](#)(303-03B Engine Cooling - 3.3L Duratec-V6, General Procedures).

Refer to: [Engine Cooling System Draining, Vacuum Filling and Bleeding](#)(303-03A Engine Cooling - 2.7L EcoBoost (238kW/324PS), General Procedures).

Refer to: [Engine Cooling System Draining, Vacuum Filling and Bleeding](#)(303-03E Engine Cooling - 5.0L 32V Ti-VCT, General Procedures).

Refer to: [Engine Cooling System Draining, Vacuum Filling and Bleeding](#)(303-03D Engine Cooling - 3.5L V6 PowerBoost (CN), General Procedures).

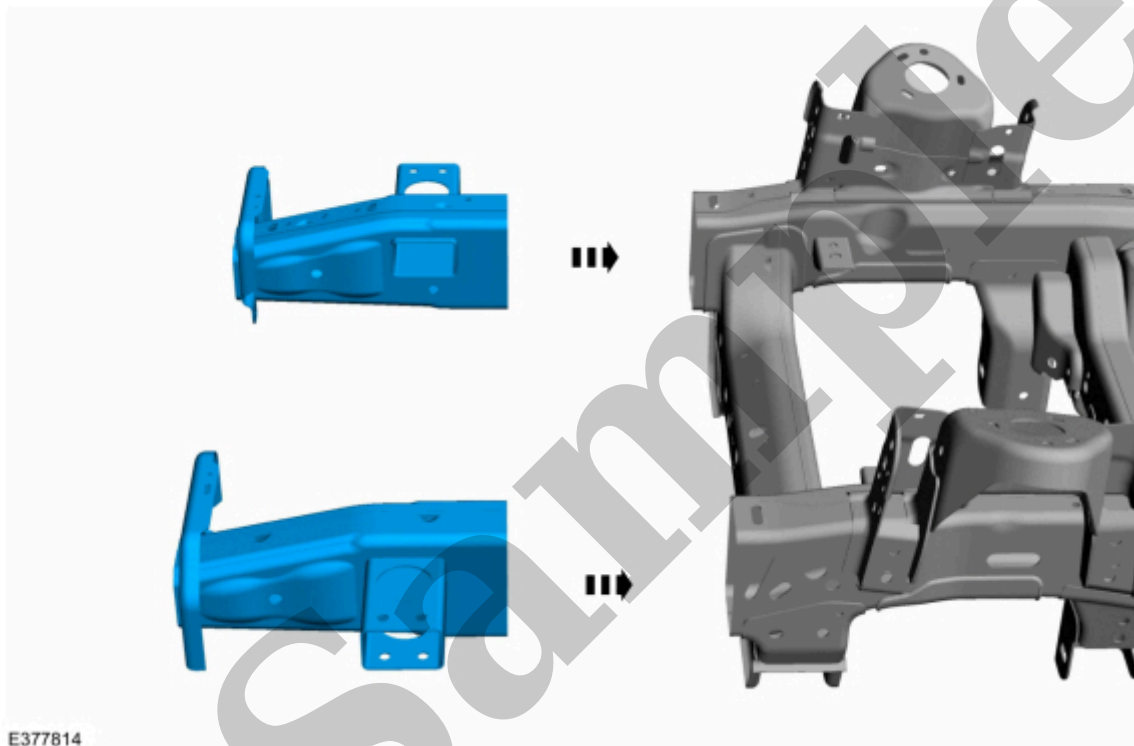
6. Charge the A/C (air conditioning) refrigerant.

This section of the frame MUST NOT be straightened if any holes or surfaces show evidence of collapse or buckling. If any evidence of damage exists BEHIND the first frame cross member in terms of buckling, cracking, etc. then the entire front frame section or entire frame must be replaced.

4. **NOTE**

The replacement front frame components are production parts designed with a taper to insert into the front rail section to assist in alignment and welding operations.

Front frame short section overview.



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5. **NOTE**

Do not cut directly along the center of the weld line. Leave enough material on the front side of the weld centerline to allow the remaining weld and frame material to be ground back to the front edge of the front mid rail. This is necessary to make sure of correct fit between the frame and the replacement frame section.

**NOTE**