FORD AX4S/AX4N

TCC SOLENOID CHANGE AND SHIFT SOLENOID INTERCHANGE (UPDATED INFORMATION)

CHANGE: At the start of production for the 1997 model year, the Lincoln Continental equipped with the AX4N transaxle, received a new design and higher resistance, Modulated Lock-Up Solenoid.
At the start of production for the 1998 model year, the Taurus and Sable equipped with the AX4S transaxle, also received this new design Modulated Lock-Up Solenoid (MLUS).

REASON: Much improved converter clutch application and durability.

PARTS AFFECTED:

(1) MODULATED LOCK-UP SOLENOID - The new design MLUS is round, like the previous design solenoid, but has a ***blue*** connector instead of the previous white, and a resistance value of ***13-24 Ohms,*** instead of the previous 0.98-1.6 Ohms resistance (See Figure 1).

INTERCHANGEABILITY:

The O.E. Manufacturer first advised not to interchange the solenoids, but has since backed off of that statement, as the only MLUS now available is the new design with the blue connector and higher resistance. ATSG has seen ***no problems*** with installing the new design MLUS on the previous model transaxles, except 1991 Taurus and Sable which are non-modulated models. Use the chart in Figure 2 to check the resistance of the MLUS through the case connector to determine which solenoid is in the transaxle.

SPECIAL NOTE:

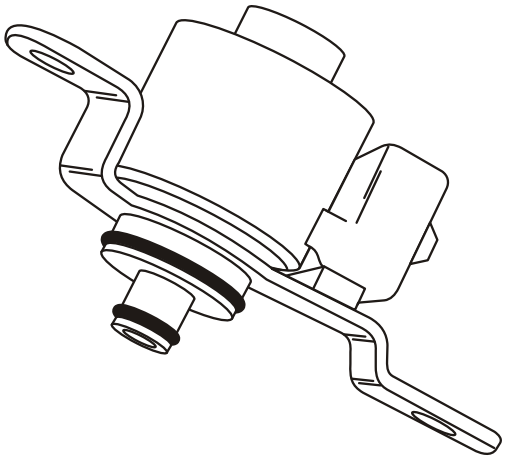
Shift Solenoids - Shift Solenoids for the AX4S transaxle and AX4N transaxle are identical in every dimension and every respect ***except*** one. Shift Solenoids for the ***AX4S have a diode*** in the solenoid, and Shift Solenoids for the ***AX4N do not have a diode*** in the solenoid, as the vehicles equipped with the AX4N have the diodes in the processor.
This means that the AX4S Shift Solenoids ***can be used*** in AX4N transaxles, but AX4N Shift Solenoids ***cannot be used*** in AX4S transaxles, as there would be no diode protection.
Most suppliers stock only the AX4S shift solenoid, as it works well on both.

SERVICE INFORMATION:

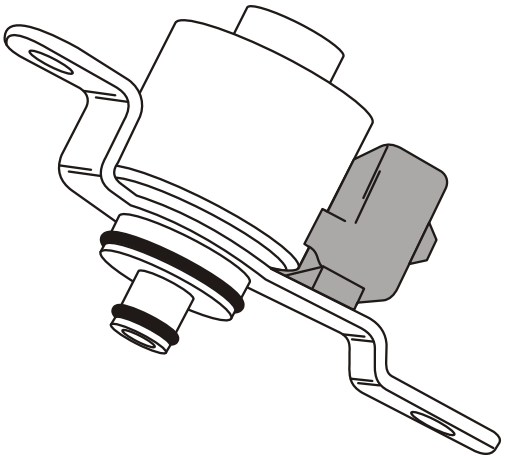
Modulated TCC Solenoid with Blue Connector	F7OZ-7G136-AA
Modulated TCC Solenoid with White Connector	F3DZ-7G136-AA
AX4S Transaxle Shift Solenoids	F1DZ-7G484-A
AX4N Transaxle Shift Solenoids	F3DZ-7G484-AA

MODULATED LOCK-UP SOLENOID

White Connector
0.98-1.6 Ohms



Blue Connector
13-24 Ohms



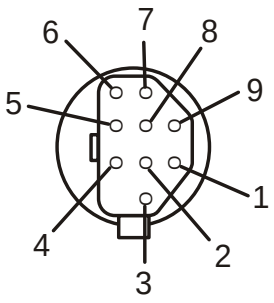
Can be used on all previous models, except 1991 Taurus and Sable.

Figure 1

SOLENOID	SOLENOID RESISTANCE (OHMS)
SS1	15 - 25
SS2	15 - 25
SS3	15 - 25
EARLY MLUS	.98 - 1.6
LATE MLUS	13-24
EPC	3.23-5.50

°C	°F	TFT SENSOR (OHMS)
0-20	32-58	100k - 37k
21-40	59-104	37k - 16k
41-70	105-158	16k - 5k
71-90	159-194	5k - 2.7k
91-110	195-230	2.7k - 1.5k
111-130	231-266	1.5k - 0.8k
131-150	267-302	0.8k - 0.5k

1. EPC GROUND
2. EPC AND MLUS POWER
3. SS3 GROUND
4. MLUS GROUND
5. SHIFT SOLENOID POWER
6. SS1 GROUND
7. TFT
8. SS2 GROUND
9. TFT RETURN



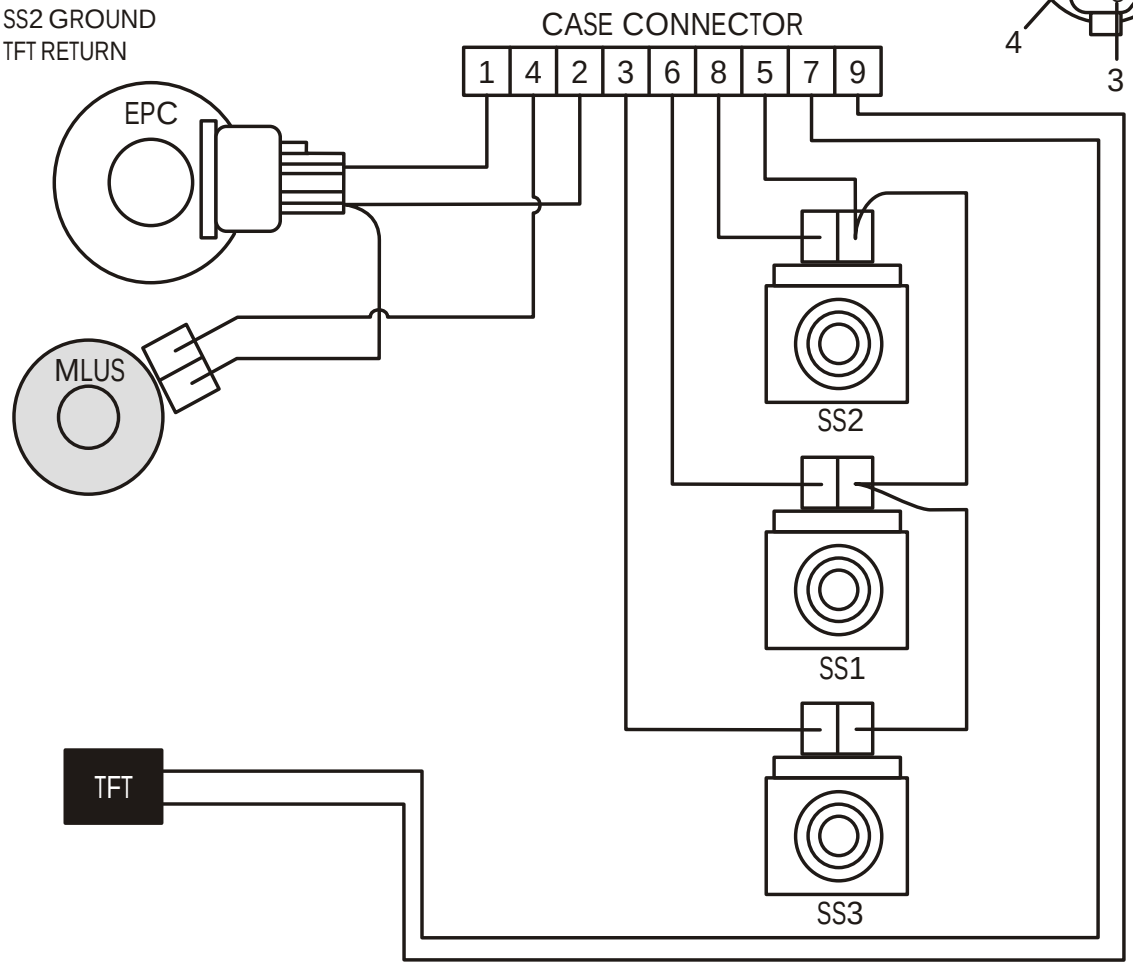


Figure 2