



# Technical Service Information

## FORD/MAZDA 4F27E/FN4A-EL

### DTC P0741, TCC STUCK "OFF"

**COMPLAINT:** Ford or Mazda vehicles equipped with the 4F27E or FN4A-EL transaxles, may exhibit a trouble code P0741 Torque Converter Clutch Stuck "OFF" trouble code, before or after overhaul.

**CAUSE:** The cause may be, the bushings in the rear of the Pump Stator are worn causing a loss of Converter apply oil, when the TCC is applied, as shown in the cut-away in Figure 1. **NOTE:** *When the stator bushings wear, Torque Converter Clutch Apply pressure will be exhausted thru the already exhausting Torque Converter Release pressure.*

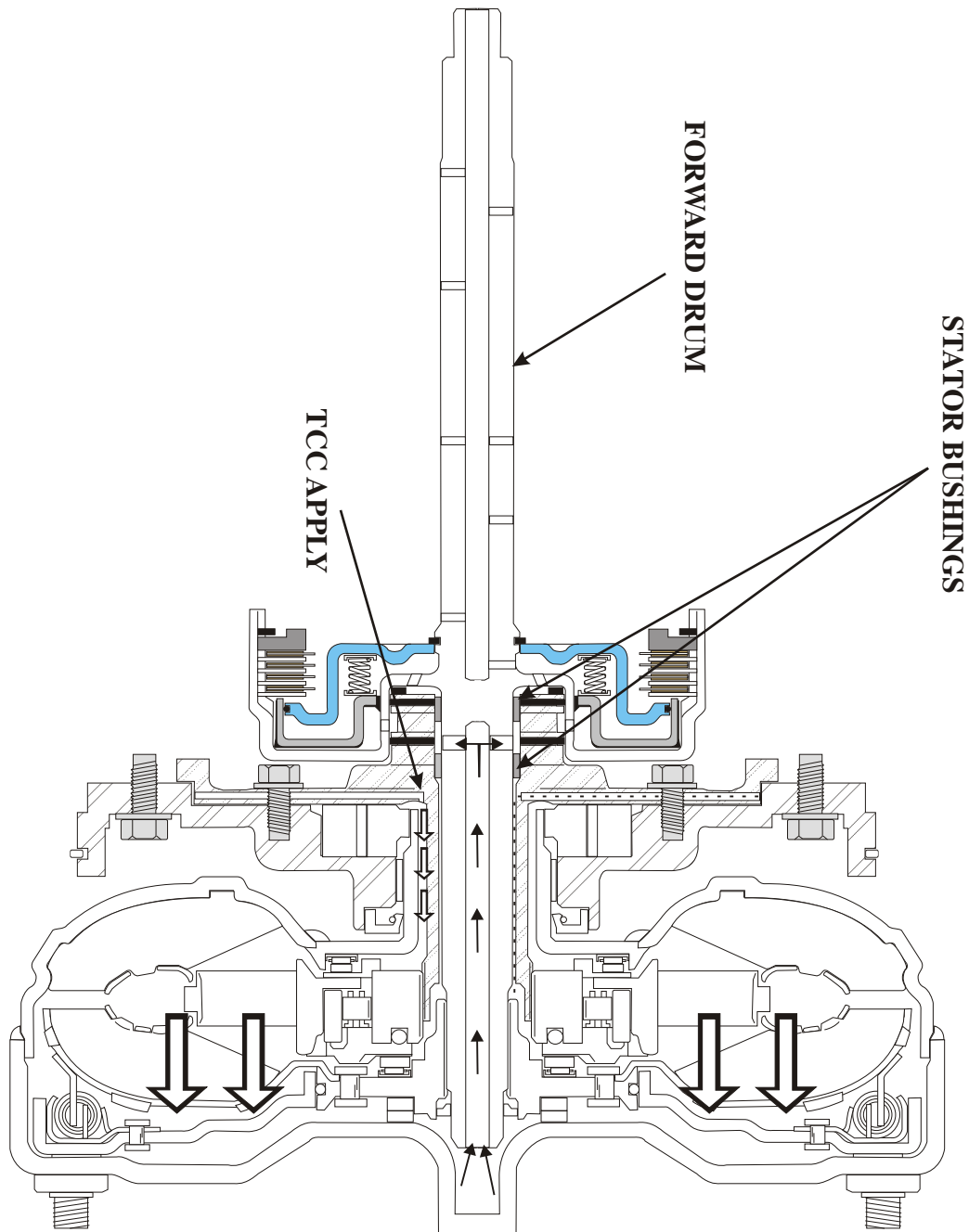
**CORRECTION:** Refer to Figure 2 for the identification of the Turbine shaft and Stator passages. Refer to Figure 3 to air check the Turbine Shaft to ensure that the bushings are worn. Refer to Figure 4 for the location of the Stator bushings. If stator does not pass the air check as shown in Figure 3, the stator bushings must be replaced.

**NOTE:** *At the time of this printing the only bushings available are in the stator of a complete pump assembly.*




#### SERVICE INFORMATION:

PUMP ASSEMBLY (Ford Part number).....3S4Z-7A103-AA  
PUMP ASSEMBLY (Mazda Part number).....FN111-970XB

## TORQUE CONVERTER APPLIED



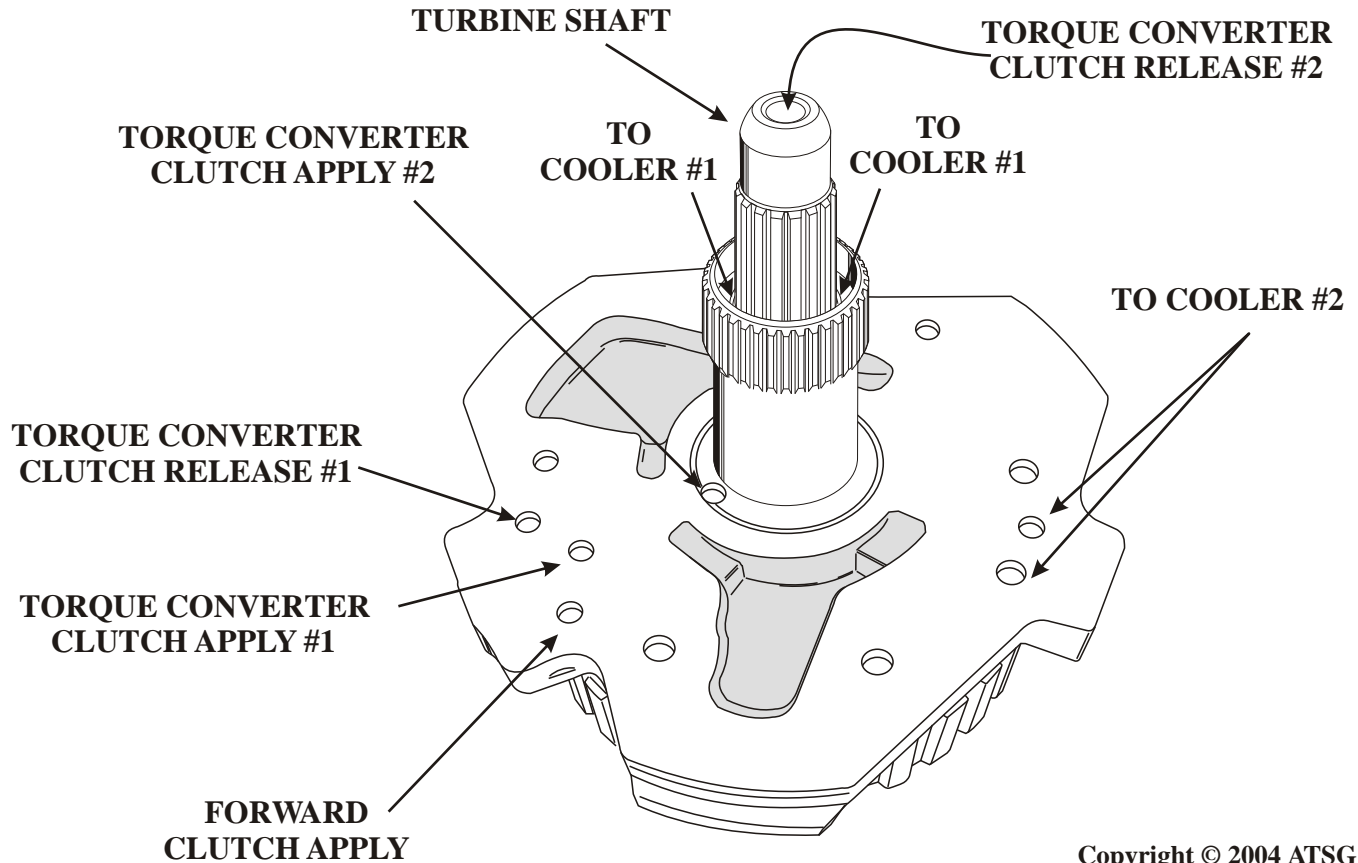
**NOTE:** Wear in the Stator bushings may cause a loss of TCC Apply Pressure to the already exhausting TCC Release Pressure, creating TCC slip.

LEGEND	
	TCC APPLY PRESSURE
	TCC RELEASE PRESSURE
	TO COOLER

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Figure 1

## STATOR PASSAGE IDENTIFICATION



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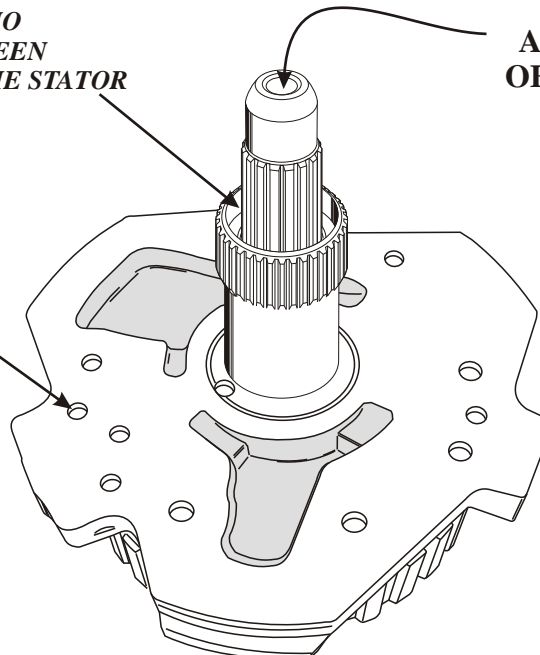
Figure 2

## AIR CHECKING THE STATOR BUSHINGS

*THERE SHOULD BE NO  
AIR LEAKING IN BETWEEN  
THE TURBINE SHAFT AND THE STATOR*

**APPLY 80-100 psi.  
OF AIR PRESSURE  
HERE**

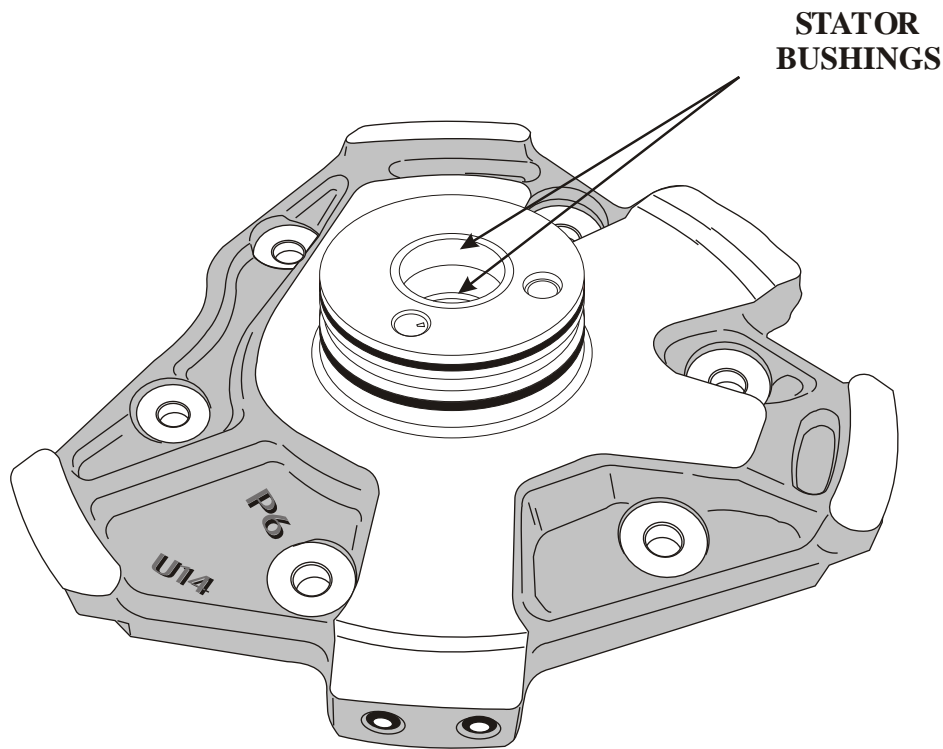
**BLOCK THIS  
HOLE**



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Figure 3

## STATOR BUSHING LOCATIONS



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Figure 4