FORD AXOD-E
ELECTRICAL DIAGNOSIS

EPC SOLENOID
1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on EPC Solenoid, Ohmmeter should read 2.5-6.5 ohms resistance.
2. 0-100 PSI gauge installed in TV port:
EPC energized =lo-20 PSI TV pressure.
EPC de-energized =75-85 PSI TV pressure.
3. Wires for the EPC Solenoid are fed through pins 1 and 6, of the "Black" case connector, located on top of the transaxle (See Figures 2 and 3).
4. Could store service codes 624, 625, 649, 651.

MODULATED LOCK-UP SOLENOID (MLUS)
1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on MLUS, Ohmmeter should read 0.75-2.0 ohms resistance.
2. Wires for the MLUS are fed through pins 4 and 5, of the "Black" case connector, located on top of the transaxle (See Figures 2 and 3).
3. The Modulaed Lock-up Solenoid (MLUS) is found on the Lincoln only.

LOCK-UP SOLENOID (LUS)
1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on the LUS, Ohmmeter should read 16-40 ohms resistance.
2. Wires for the LUS are fed through pins 4 and 5, of the "Black" case connector, located on top of the transaxle (See Figures 2 and 3).
3. Either Lock-up Solenoid could store service codes 628, 629, 652.

TRANSMISSION OIL TEMP SENSOR (TOT)
1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on TOT Sensor, Ohmmeter should read resistance approximately as shown in chart below.

FLUID TEMP DEGREES C°	FLUID TEMP DEGREES F°	RESISTANCE
0-20	32-58	33.5K-107K
21-40	59-104	14.5K-33.5K
41-70	105-158	5.0K-14.5K
71-90	159-194	2.5K-5.OK
91-110	195-230	1.5K-2.5K
111-130	231-266	0.8K-1.5K

2. Resistance should decrease if transaxle is heated, and should increase if transaxle is allowed to cool. Oil pan that is warm to the touch is about 105"F-158°F.

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TURBINE SPEED SENSOR

1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on Turbine Speed Sensor, Ohmmeter should read 80-220 ohms resistance.
2. Depth of exciter wheel tooth from outer edge of chain cover should not exceed 20.62mm (.810").
3. Could store service code 639.

VEHICLE SPEED SENSOR

1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on Vehicle Speed Sensor, Ohmmeter should read 190-240 ohms resistance.
2. Could store service code 452.

SHIFT SOLENOID 1

1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on SSl, Ohmmeter should read 12-30 ohms resistance.
2. Wires for SSl are fed through pins 5 and 6, of the "White" case connector, located on the side of the transaxle (See Figures 2 and 3).
3. Could store service code 621.

SHIFT SOLENOID 2

1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on SS2, Ohmmeter should read 12-30 ohms resistance.
2. Wires for SS2 are fed through pins 1 and 2, of the "White" case connector, located on the side of the transaxle (See Figures 2 and 3).
3. Could store service code 622.

SHIFT SOLENOID 3

1. Volt/Ohmmeter set to Ohms, with leads terminal to terminal on SS3, Ohmmeter should read 12-30 ohms resistance.
2. Wires for SS3 are fed through pins 3 and 4, of the "White" case connector, located on the side of the transaxle (See Figures 2 and 3).
3. Could store service code 641.

MANUAL LEVER POSITION SWITCH

1. Volt/Ohmmeter set to Ohms, with leads to pins 2 and 3 of the Manual Lever Position Switch (See Figure 11, and refer to the chart below for the proper resistance value in each gear selector position.

LEVER POSITION	OHMS RESISTANCE
P	3769-4708
R	1303-1594
N	660-807
D	361-442
2	190-232
1	80-95

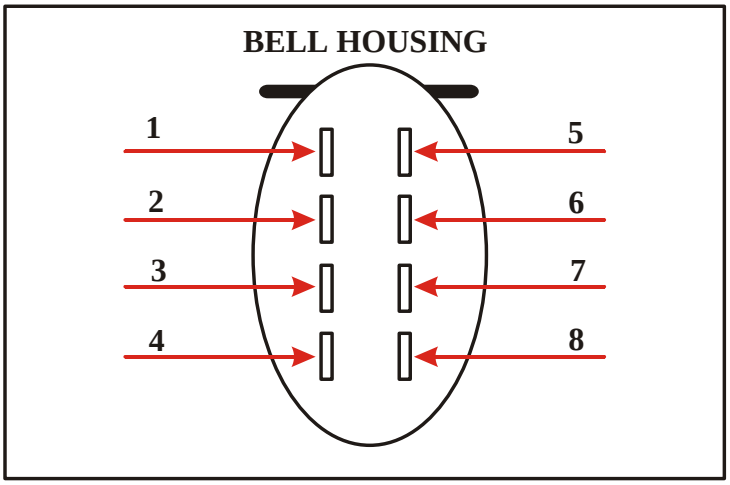


Figure 1

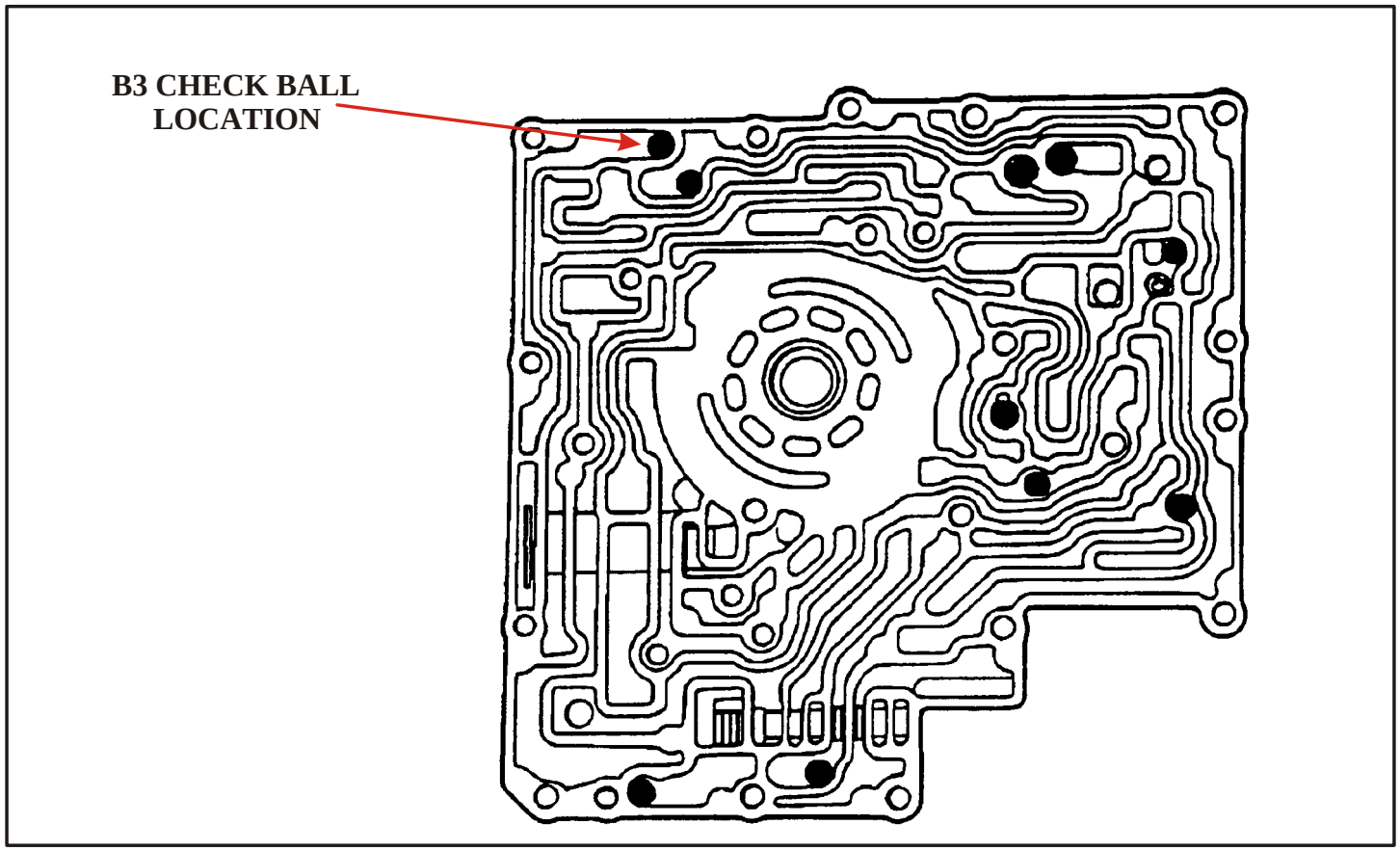
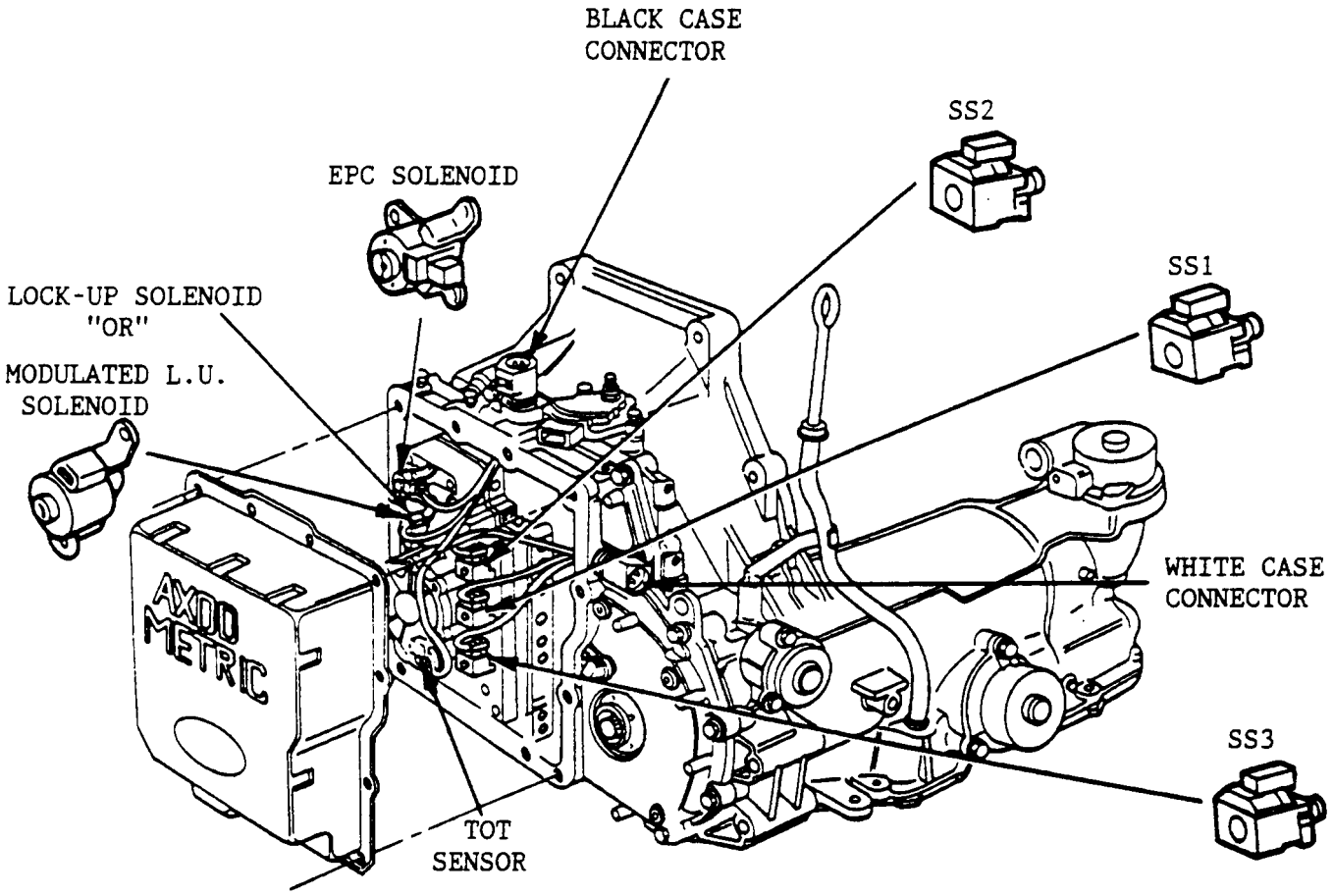


Figure 3



EPC = ELECTRONIC PRESSURE CONTROL SOLENOID
LUS = LOCK-UP SOLENOID (1991 TAURUS AND SABLE ONLY)
MLUS = MODULATED LOCK-UP SOLENOID (1991 CONTINENTAL AND ALL 1992-UP)
SS1 = SHIFT SOLENOID 1
SS2 = SHIFT SOLENOID 2
SS3 = SHIFT SOLENOID 3
TOT = TRANSMISSION OIL TEMP SENSOR
TSS = TURBINE SPEED SENSOR
VSS = VEHICLE SPEED SENSOR
MLPS = MANUAL LEVER POSITION SENSOR