FORD 4R44E/4R55E

CASE CONNECTOR PIN IDENTIFICATION AND INTERNAL WIRE COLORS

COMPLAINT: Somehow, the internal wires that go through the transmission case connector get removed or disconnected from the internal side of the connector, and no one has a hint as to which cavities they must be put back into.

CAUSE: Ford Motor Company did not provide any type of locking tab on the wire terminals where the wires plug into the case connector on the internal side of the case connector. Extreme care must be used when removing the valve body to ensure that the wire terminals are not accidently pulled out of the case connector

CORRECTION: The cause does not really matter at this point, we must get it back together. There is a connector pin identification chart in Figure 1. There is an internal wire schematic that includes the internal wire colors and which cavities that they belong in, illustrated in Figure 2. Figure 3 identifies the location of all of the solenoids and fluid temperature sensor on the valve body.

PIN	WIRE COLOR	DESCRIPTION
1	*BLACK*	*CONVERTER CLUTCH SOLENOID (12V IN)*
2	*RED*	*TURBINE SHAFT SENSOR*
3	*WHITE*	*TURBINE SHAFT SENSOR*
4	*RED*	*TRANS FLUID TEMP*
5	*PURPLE*	*CONVERTER CLUTCH SOLENOID (GROUND)*
6	*NOT USED*	*NOT USED*
7	*YELLOW*	*SHIFT SOLENOID 3 (GROUND)*
8	*RED*	*TRANS FLUID TEMP*
9	*ORANGE*	*COAST CLUTCH SOLENOID (GROUND)*
10	*WHITE*	*SHIFT SOLENOID POWER 12V (CCS, SS1, SS2, SS3)*
11	*GREEN*	*ELECT. PRESSURE CONTROL (VOLTAGE)*
12	*BLUE*	*ELECT. PRESSURE CONTROL (GROUND)*
13	*NOT USED*	*NOT USED*
14	*BROWN*	*SHIFT SOLENOID 2 (GROUND)*
15	*NOT USED*	*NOT USED*
16	*GRAY*	*SHIFT SOLENOID 1 (GROUND)*

Wire Colors May Vary!

Figure 1

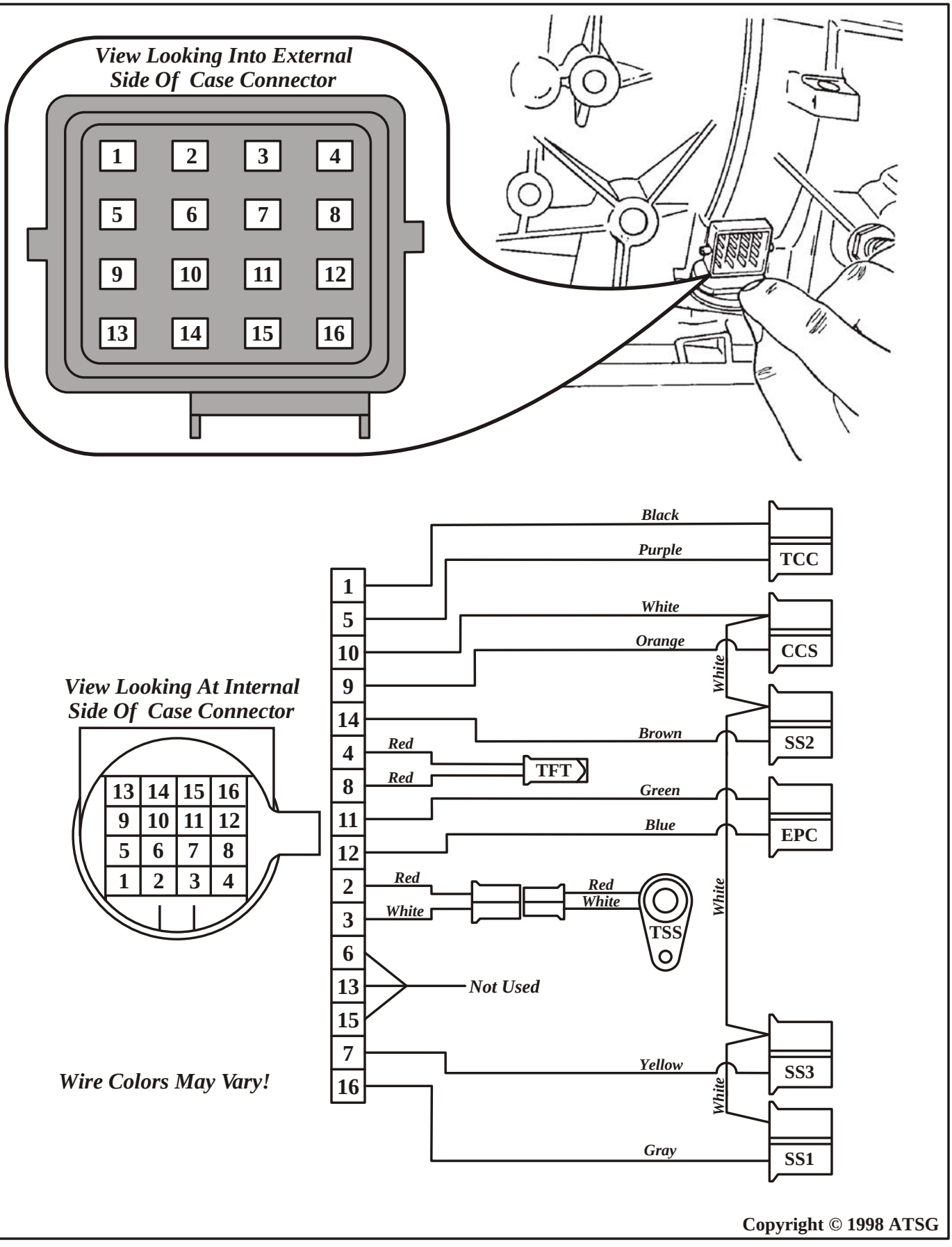

Figure 2

FORD 4R44E/4R55E SOLENOID LOCATIONS

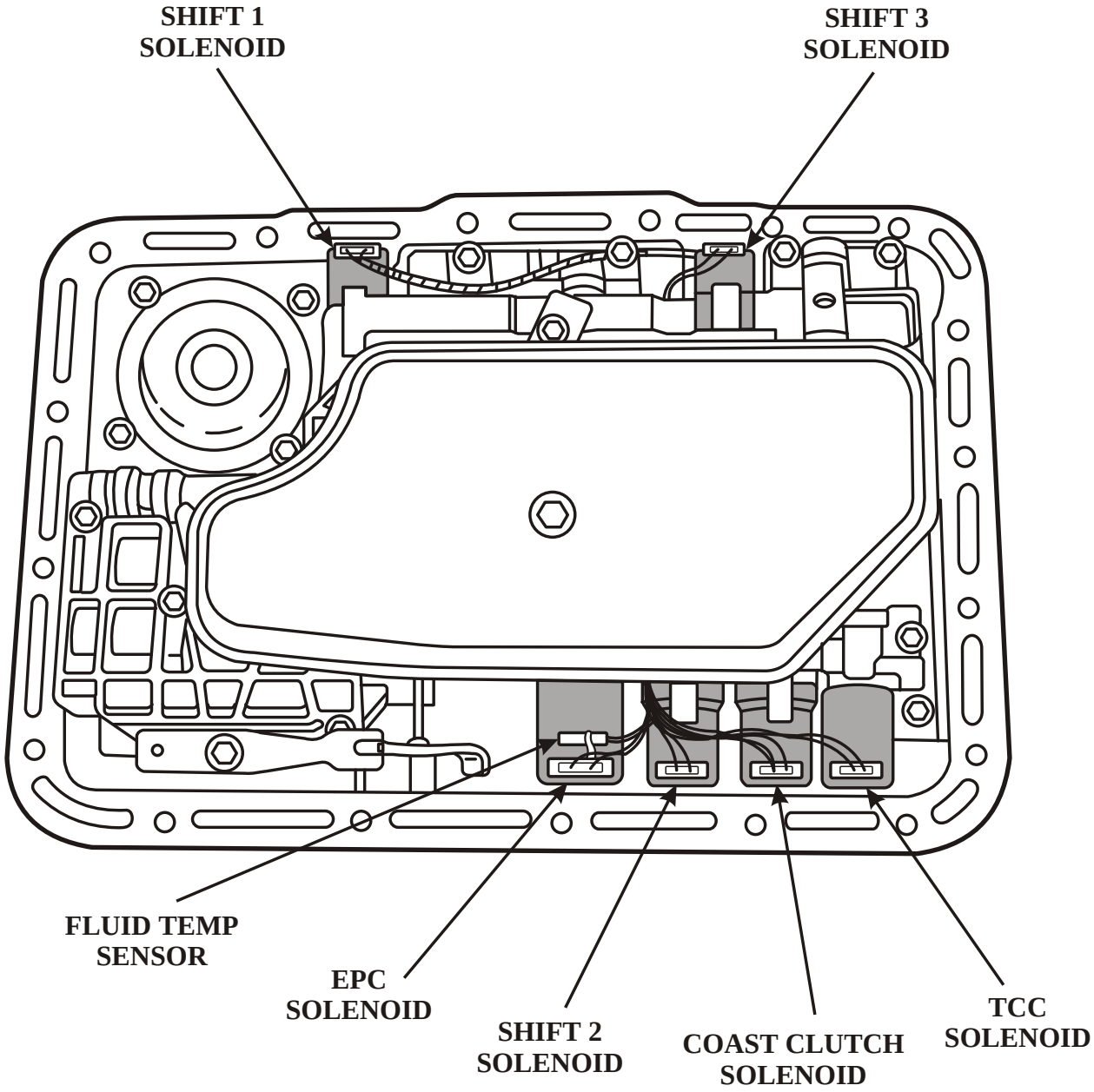

Figure 3