



Technical Service Information

FORD CD4E CODE P0741 STORED, AFTER REBUILD

COMPLAINT: Some vehicles equipped with the CD4E transaxle, after overhaul, may store trouble code P0741 in memory after the engine is up to operating temperature. You should also notice converter slippage when monitored on the scanner.

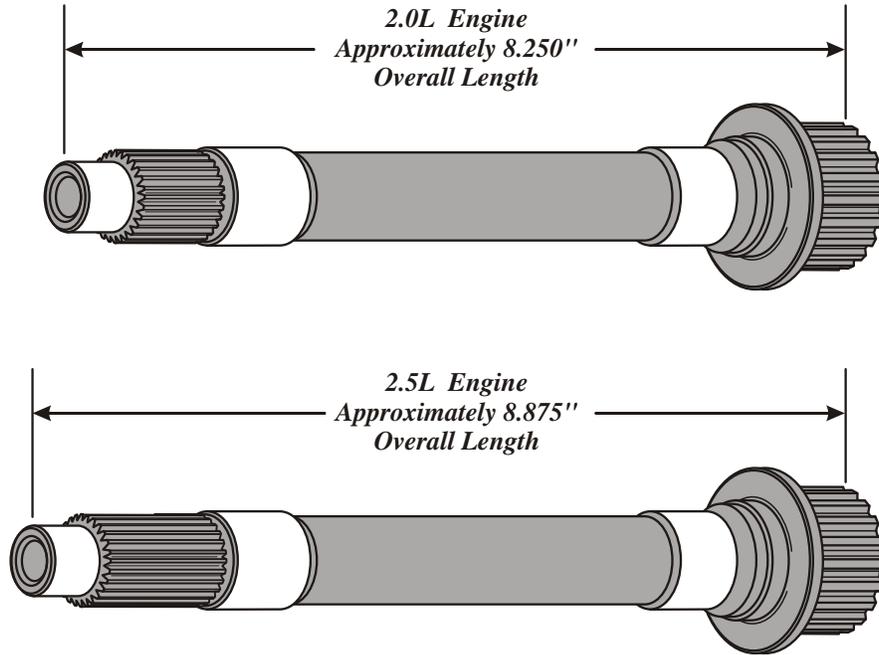
CAUSE: One cause may be, a mis-matched turbine shaft and torque converter that was mistakenly installed in the vehicle. The turbine shaft and oil pump drive shaft for the 2.0L engine are approximately 5/8" shorter than the turbine shaft and oil pump drive shaft for the 2.5L engine as shown in Figures 1 and 2. If the short turbine shaft is installed with the 2.5L engine and converter, the vehicle will exhibit the above concerns. Torque converter identification is provided for you in Figure 3, and as you can see in the height dimension chart, there is approximately 5/8" difference.

CORRECTION: Remove transaxle and ensure that the proper turbine shaft and oil pump drive shaft have been installed for the engine size that you have. Refer to Figure 1 to identify the turbine shaft, Figure 2 to identify oil pump drive shaft and Figure 3 for converter identification.

*Compliments Of:
Dan Klopp
Klopp's Transmission
Corning, New York*

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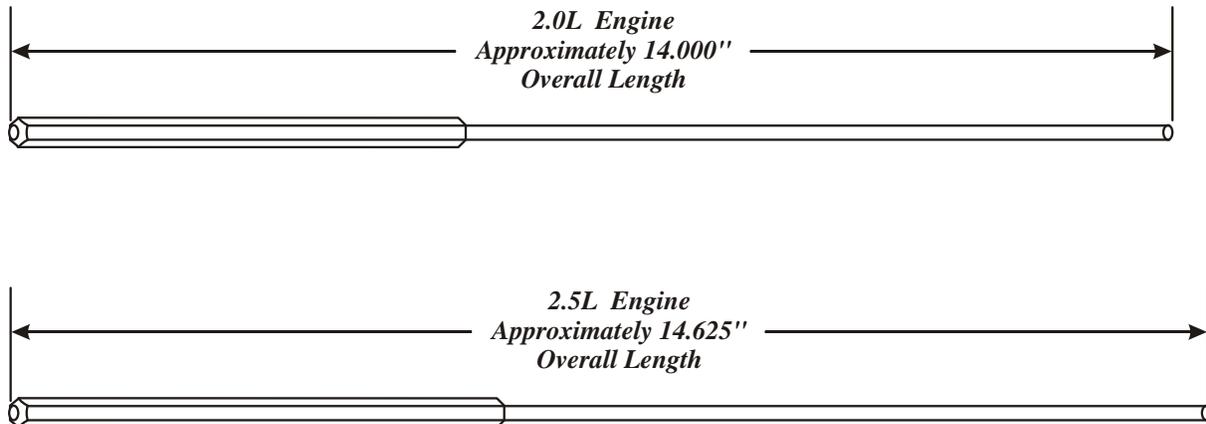
CD4E TURBINE SHAFT DIFFERENCES



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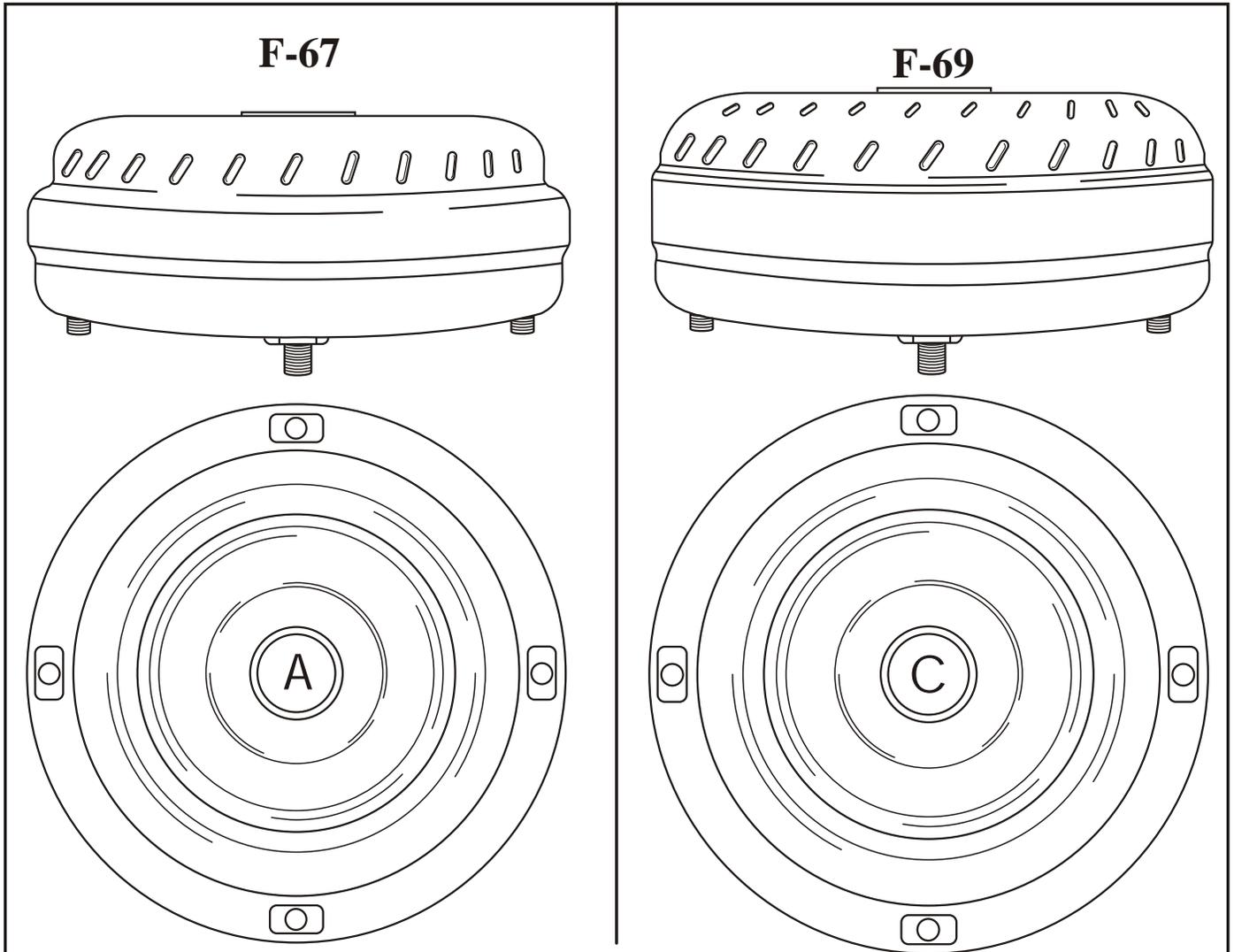
Figure 1

CD4E PUMP DRIVE SHAFT DIFFERENCES



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Figure 2



NOTE: THE PART NUMBERS LISTED ARE DACCO PART NUMBERS.

PART NUMBER	F-67	F-69
DIAMETER	10.50"	11"
HEIGHT	3.710"	4.125"
STAMP	A	C
MODEL	PROBE 626 MX6 CONTOUR MYSTIQUE	CONTOUR MYSTIQUE
ENGINE SIZE	2.0L	2.5L

This Converter "Requires" The Short Turbine Shaft And Pump Drive Shaft

This Converter "Requires" The Long Turbine Shaft And Pump Drive Shaft

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Figure 3