



FORD EXPLORER; MOUNTAINEER; TAURUS; SABLE; WINDSTAR & LINCOLN CONTINENTAL

WHINNING NOISE FROM THE TORQUE CONVERTER AREA

COMPLAINT: Buzzing or whining noise coming from bell housing area on Ford Explorer, Mountaineer, Taurus, Sable, Windstar and Lincoln Continental.

CAUSE: Camshaft Position Sensor/Synchronizer assembly bearing failure due to lack of lubrication. The synchronizer assembly lube hole becomes clogged cutting off oil to the area between the synchronizer body and shaft causing it to run dry.

CORRECTION: Replace with an OE assembly from Ford Motor Co. The Camshaft Position sensor is located on top of the Camshaft Synchronizer in the back of the engine block centered just in front the of the transmission bell housing held in by two bolts (See Figure 1). The PCM uses this sensor to control Fuel Injector timing. When this sensor begins to fail it can cause a loud whining or buzzing noise. Because of its location you may think the converter is the problem on an Explorer or Mountaineer. On a Taurus, Sable or Windstar it is easily mistaken for a bad EPC. This one has tricked several technicians into spending countless man-hours changing torque converters or EPC solenoids trying to correct the source of the noise. Line pressure should be checked before changing the EPC solenoid. A steady pressure gauge needle with a reading of 60 to 75 psi will verify that the solenoid is working correctly. If the gauge is reading low and the needle is very erratic verify that the correct filter is being used. There are three different length filter neck seals for an AX4S and AX4N transmission. You may or may not notice any engine performance problems or find any codes stored. ***A good test is to place your finger on top of the sensor with the engine running to feel if the vibration or buzz is coming from a bad sensor.*** Remove the sensor/synchronizer assembly and dis-assemble it. Check for signs of rust and scoring, (Refer to Figures 2 and 3). Replacing this sensor/synchronizer assembly on an Explorer or Mountaineer is much easier with the transmission removed because of the tight area in which the sensor is located. Other wise the Intake Manifold will have to be removed.

IMPORTANT NOTE:

The Cam Synchronizer must be installed in the correct position as it is timed to the engine much like a distributor, failure to do so will result in a poorly performing engine. Installation tools are available from Ford Motor Company or mark its position with paint.

SERVICE INFORMATION:

Base Ford Part Number for Camshaft Position Sensor.....6B288
Base Ford Part Number for Camshaft Position Synchronizer.....12A362

Special thanks to John Parmentor from Centereach Transmission

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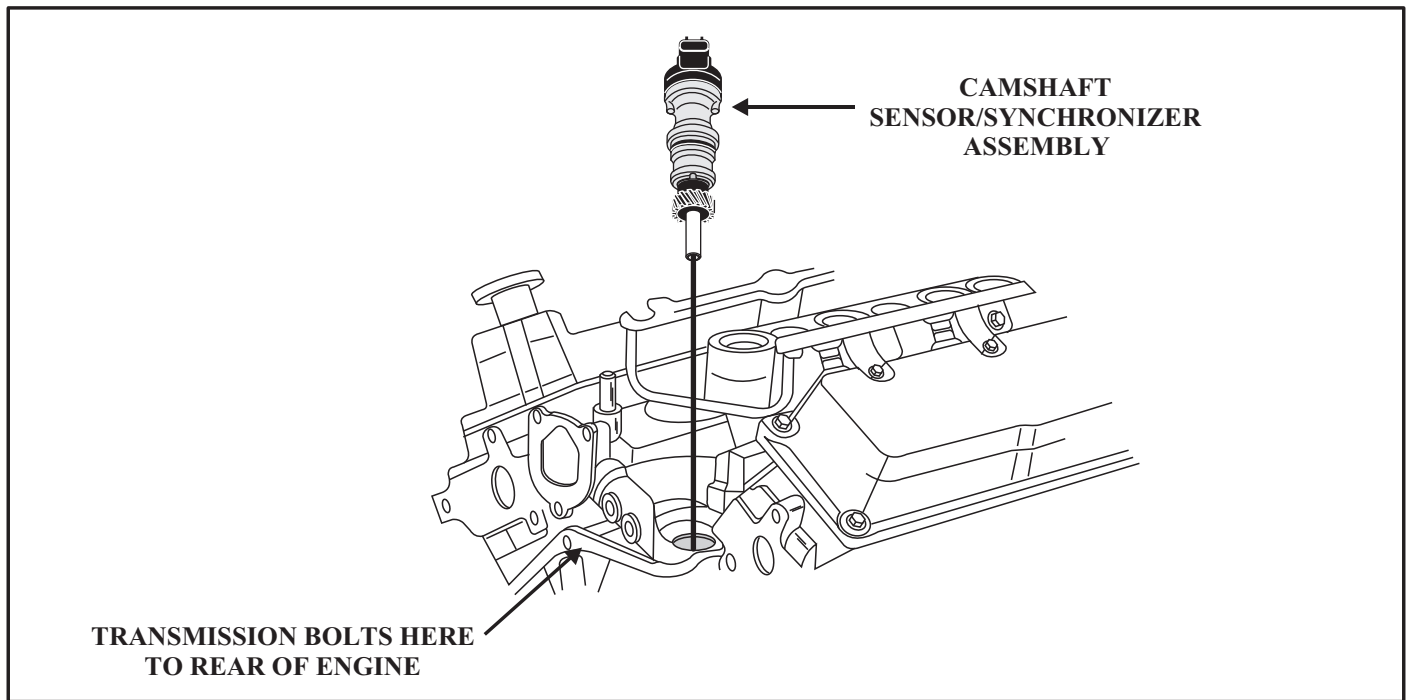


Figure 1

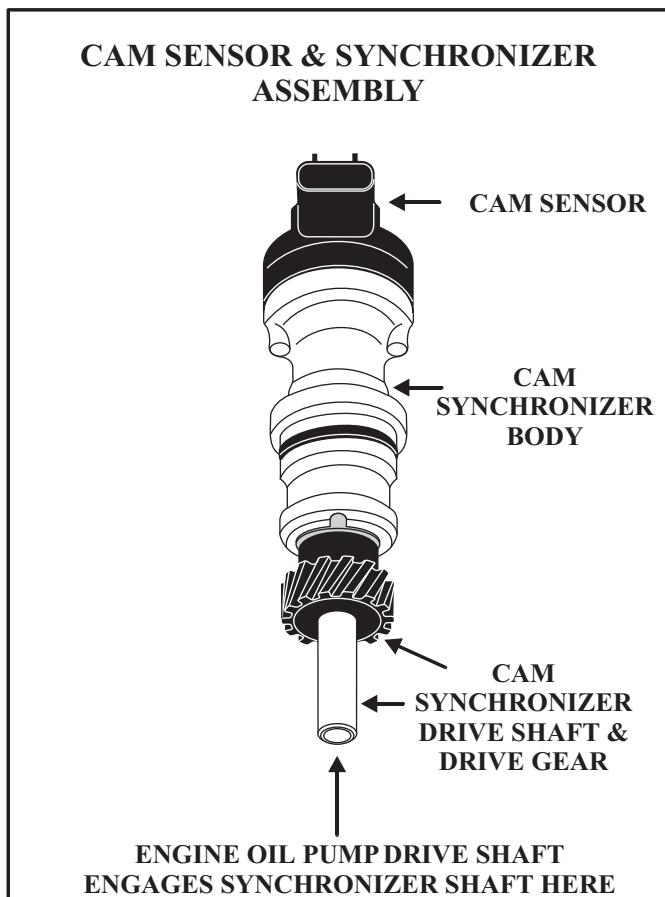


Figure 2

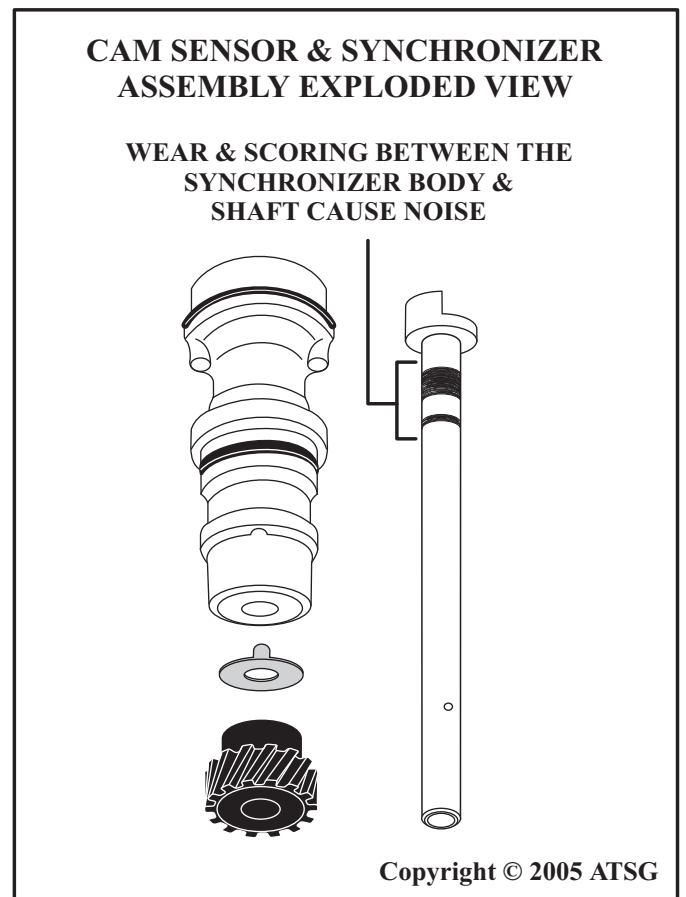


Figure 3