

# MS AXODE Master Solenoid Kit for '91-Up Lincoln, '92-Up Vehicles

(MS AXODE '97-Lincoln, 98-up Taurus & Sable\*)

**CAUTION:** There are two types of solenoids, each having different resistance. To determine which ohms of resistance is required for the MCCC (Lock-up), the most accurate method is to use a multi-meter to insure the resistance of the original lock-up solenoid.

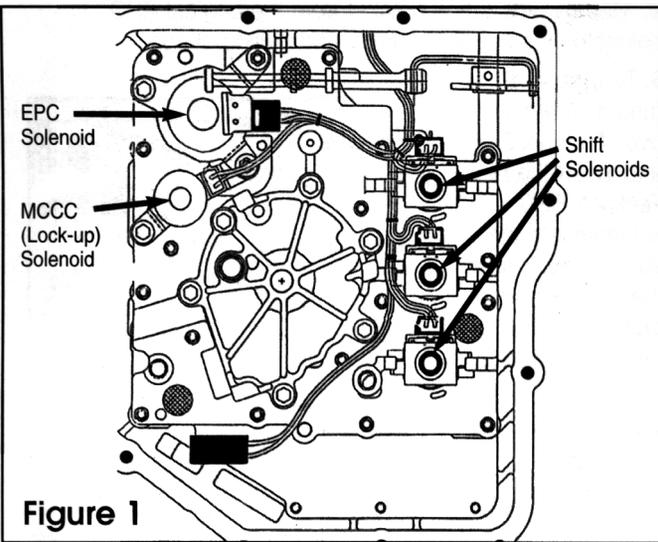


Figure 1

## AXODE, AX4S Shift Solenoid 96953U 15 to 25 ohms

**1. To Remove:** Depress the shift solenoid spring tab and twist the tab to the left (counterclockwise) until it clicks (Figure 2). Pull the old solenoid from the valve body (Figure 1).

**2. To Install:** Insert the new Teckpak shift solenoid (Figure 2) into the valve body and tighten by twisting to the right (clockwise) until it clicks.

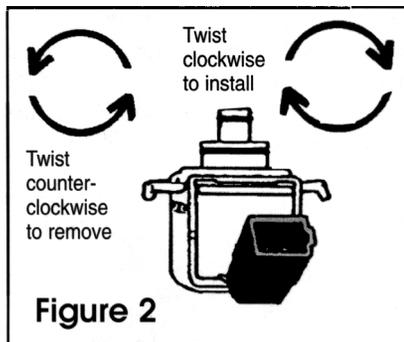


Figure 2

## AXODE, AX4S

\* **96954 ('97-up) 13 to 24 ohms**  
**96954 ('92-'96) .98 to 1.6 ohms**

**WARNING:** Do not interchange, can cause computer damage

## EPC Solenoid

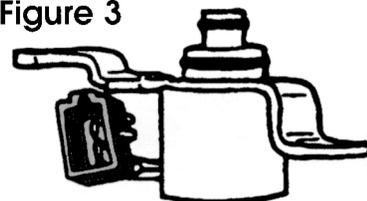
**96955 3.23 to 5.5 Ohms**

**AXODE MCCC Lock-up Solenoid  
96952 .98 to 1.6 ohms**

**1. To Remove:** Unplug the harness from the old EPC and MCCC solenoids, and remove the four bolts holding the solenoids to the valve body (Figure 4).

**2. Remove mounting bracket** from the original EPC solenoid by spreading slightly and pulling off top. Pull both directly out.

Figure 3



**3. To Install:** Insert the new Teckpak MCCC Lock-up solenoid (Figure 3) into the valve body. Slide mounting bracket over Teckpak EPC and insert the new Teckpak EPC solenoid into the valve body. Insert and tighten the four retaining bolts (Figure 4).

**4. Connect both new solenoids** by plugging them into the wiring harness.

Figure 4

