

Diagnosis and Testing

Refer to Wiring Diagrams Cell 060-1, for schematic and connector information.

General Equipment

Ford diagnostic
equipment

Inspection and Verification

- 1. Verify the customer concern.
- 2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Engine oil level • Engine oil pressure (EOP) switch • Engine coolant level • Engine coolant level indicator switch • Coolant thermostat • Fuel gauge • Collapsed or damaged fuel tank • Fuel pump and sender unit • Fuel level sensor • Indicated fuel level • Low brake fluid lwarning indicator switch • Parking brake indicator switch • Low washer fluid warning indicator switch • Steering wheel switch(es) • Passenger air bag deactivation (PAD) switch • Door adjustment	• Fuse(s) • Wiring harness • Electrical connector(s) • Splice block • Light emitting diode(s) (LED) • Engine coolant temperature (ECT) sensor • Ambient air temperature sensor • Low brake fluid lwarning indicator switch • Parking brake indicator switch • Low washer fluid warning indicator switch • Steering wheel switch(es) • Clockspring • Steering angle sensor module (SASM) • Selector lever assembly • Fuel pump and sender unit • Steering column control module (SCCM) • Instrument panel cluster (IPC) • Body control module (BCM) • Anti-lock brake system (ABS) module

- 3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
- 4. If the cause is not visually evident, verify the symptom and refer to the Ford diagnostic equipment.

Configuration of the Instrument Cluster

The instrument cluster is a programmable module, which must be configured by selecting the Programmable Module Installation Routine on the Ford diagnostic equipment.

NOTE: When the new instrument cluster has been configured with the odometer value, its configuration cannot be decreased or matched. A new configuration will result in an increase in the displayed odometer value by a minimum of two units.

NOTE: The odometer value must be recorded from the original instrument cluster before removal. If the odometer value cannot be obtained from the original instrument cluster (display failure) the customer should supply the approximate value.

In addition, the new instrument cluster will require the original odometer value to be entered.

After the installation and configuration of a new instrument cluster. The passive anti-theft system (PATS) will require programming by selecting the Security Access routine on the Ford diagnostic equipment.