

# SECTION 03-07C Electronic Ignition (EI) — High Data Rate System, Flexible Fuel (FF)

SUBJECT	PAGE	SUBJECT	PAGE
<b>ADJUSTMENTS</b>		<b>PARTS CROSS-REFERENCE</b> .....	03-07C-8
Initial Timing.....	03-07C-8	<b>REMOVAL AND INSTALLATION</b>	
<b>CLEANING AND INSPECTION</b>		Coil Pack Bracket.....	03-07C-5
Ignition Coil Packs.....	03-07C-7	Crankshaft Position Sensor (CKP) Assembly.....	03-07C-4
Spark Plug Wires.....	03-07C-7	Electronic Ignition (EI) Coil Pack.....	03-07C-5
<b>DESCRIPTION AND OPERATION</b>		Ignition Control Module (ICM).....	03-07C-5
Camshaft Position Sensor (CMP).....	03-07C-3	Ignition Control Module (ICM) Bracket.....	03-07C-6
Components.....	03-07C-1	Spark Plug Wires.....	03-07C-6
Crankshaft Position (CKP) Sensor.....	03-07C-1	<b>SPECIAL SERVICE TOOLS</b> .....	03-07C-8
Ignition Coil Pack.....	03-07C-3	<b>SPECIFICATIONS</b> .....	03-07C-8
Ignition Control Module (ICM).....	03-07C-2	<b>VEHICLE APPLICATION</b> .....	03-07C-1
<b>DIAGNOSIS AND TESTING</b> .....	03-07C-4		

## VEHICLE APPLICATION

Taurus 3.0L Flexible Fuel (FF) Vehicles.

## DESCRIPTION AND OPERATION

### Components

The Electronic Ignition (EI) System — High Data Rate for the 3.0L FF engine consists of the following components:

- Crankshaft position (CKP) 6C315 sensor
- Ignition control module (ICM) 12A310

- Ignition coil pack

- Desired spark angle signal from the Powertrain Control Module (PCM) 12A650

- Related wiring

### Crankshaft Position (CKP) Sensor

The crankshaft position (CKP) sensor is a variable reluctance sensor triggered by a 36-minus-1 tooth trigger wheel located inside the front cover.

The sine wave type signal generated from the variable reluctance sensor (VRS) provides two types of information. One is the position of the crankshaft in 10 degree increments. The other is the crankshaft speed (rpm).

The ignition control module (ICM) uses this information with the spark advance information from the powertrain control module (PCM) to determine ignition coil turn on and turn off time.

Base ignition timing is referenced to the position of the crankshaft sensor and is at 10 ± 2 degrees BTDC and is not adjustable.