

**DIAGNOSIS AND TESTING (Continued)**

**PINPOINT TEST F  
SPEED CONTROL SYSTEM DOES NOT DISENGAGE WHEN CLUTCH PEDAL IS DEPRESSED (MANUAL TRANSMISSION ONLY)**

TEST STEP		RESULT	ACTION TO TAKE
<b>F1</b>	<b>VERIFY</b>		
	<ul style="list-style-type: none"> <li>Verify system disengages when stoplamp switch is activated.</li> <li>Check clutch switch operation.</li> <li>Do both operate properly?</li> </ul>	Yes	SERVICE or REPLACE wire assembly 9A840 as required.
		No	SERVICE or REPLACE as required.

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**PINPOINT TEST G: SPEED GRADUALLY INCREASES OR DECREASES AFTER SPEED IS SET**

TEST STEP		RESULT	ACTION TO TAKE
<b>G1</b>	<b>VERIFY</b>		
	<ul style="list-style-type: none"> <li>Verify that engine is properly tuned.</li> <li>Check accelerator action and actuator cable adjustment.</li> <li>Is accelerator operation OK?</li> </ul>	Yes	GO to G2.
		No	ADJUST or CORRECT as required.
<b>G2</b>	<b>CHECK SPEED CONTROL METER VALVE</b>		
	<ul style="list-style-type: none"> <li>Check speed control metering valve.</li> <li>Is speed control metering valve OK?</li> </ul>	Yes	GO to G3.
		No	ADJUST or SERVICE as required.
<b>G3</b>	<b>CHECK VACUUM HOSES</b>		
	<ul style="list-style-type: none"> <li>Is vacuum supply hose tightly connected to VAC port on manifold check valve and to vacuum manifold, and free of cuts, cracks and kinks?</li> <li>Are vacuum hoses tightly connected between check valves and speed control servo, and free of cuts, cracks and kinks?</li> <li>Is vacuum hose tightly connected between check valve and reservoir, and free of cuts, cracks and kinks?</li> <li>Is dump valve hose tightly connected to the speed control servo and speed control metering valve, and free of cuts, cracks and kinks?</li> </ul>	Yes	GO to G4.
		No	SERVICE as required.
<b>G4</b>	<b>CHECK THE CHECK VALVE AND SPEED CONTROL VACUUM RESERVOIR</b>		
	<ul style="list-style-type: none"> <li>Disconnect the hose between check valve and speed control servo, at the speed control servo end. Apply 60.6 kPa (18 in-Hg) vacuum to open end of hose.</li> <li>Can vacuum be pumped to and held at 60.6 kPa (18 in-Hg) vacuum?</li> </ul>	Yes	GO to G5.
		No	SERVICE as required.
<b>G5</b>	<b>TEST SPEED CONTROL SERVO</b>		
	<ul style="list-style-type: none"> <li>Perform speed control servo test as outlined.</li> <li>Is test successful?</li> </ul>	Yes	PERFORM speed control amplifier test. REPLACE if required.
		No	REPLACE speed control servo.

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**Taurus 3.0L SHO (MTX) with IVSC**

**Tools Required:**

- Rotunda SUPER STAR II Tester 007-004 1A
- Inductive Dwell-Tach Volts-Ohms (DVOM) Tester 059-00010
- Rotunda EEC-IV Breakout Box 014-00322

The integrated vehicle speed control (IVSC) contains a self-test capability. Key on, engine off (KOEO) and Key on, engine running (KOER) routines output error codes in a manner similar to EEC-IV subsystem "Quick Tests", which then refer to Pinpoint Tests for specific component diagnosis.