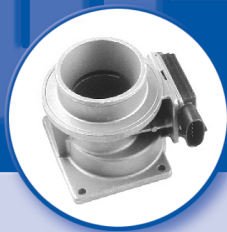


# CARDONE ProTech

Supporting Today's Professional Technician



## Ford MAF Diagnosis and Installation Tips

### Application:

Ford Mass Airflow Sensors

### Problem:

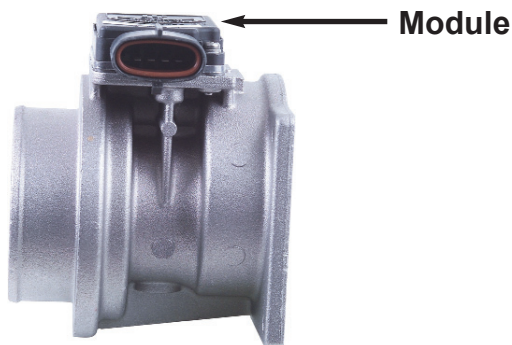
Lack of power, spark knock/detonation, buck/jerk, hesitation/surge on acceleration, with or without codes 26, 56, 66 and 76.

### Cause:

MAF module failure due to OEM design problem. Road shock causes spot-welded jumper wires inside module to break.

### Solution:

Replace with CARDONE MAF unit that comes with a fully repaired module. Each sealed module is opened, protective gel removed, broken jumper wires discarded and new wires soldered into original position. Soldering provides a more secure physical connection while insuring proper electrical contact. The module is tested, any other failed components replaced, protective jell reapplied and finally the module is hermetically sealed. **INSTALLER TIP: Check for faulty wiring harness or defective burn-off relay (if applicable) before replacing sensor. Always refer to vehicle service manual for complete test procedures.**

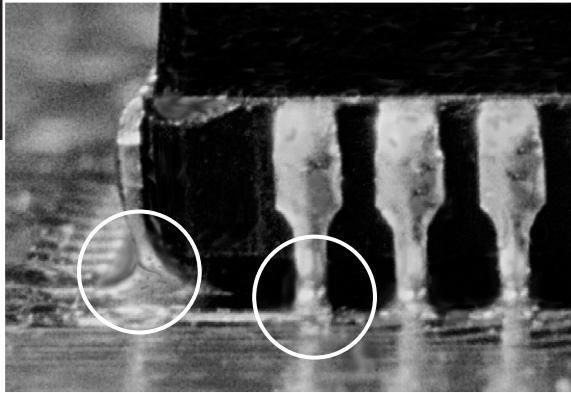


### Note:

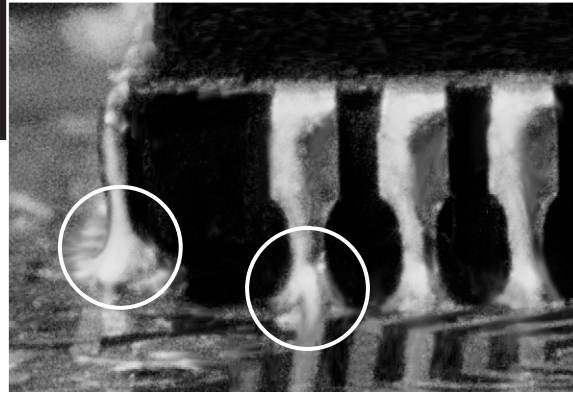
Ford Technical Service Bulletin 98-23-10 identifies problems with contamination on sensing element causing erratic operation or failure. CARDONE cleans or replaces the sensor element to resolve this TSB.

For other ProTech publications, visit [www.cardone.com](http://www.cardone.com)  
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# ECCs may look the same, but at 20x magnification, the difference may shock you.



Competitor ECC



CARDONE (A-1) ECC

**W**hat's the difference? Compare the magnified views of the CARDONE circuit chip and the leading competitor chip. Notice how much thicker the "J" leads surrounding the CARDONE chip are. This detail may seem insignificant, but it determines whether or not your ECC sale will come back to bite you.

On a typical ECC board, there are about 400 "J" leads that provide electrical connections to the board. If just one of these connections breaks loose, the whole ECC can fail. And failure is inevitable if you have weak "J" leads. Corrosion, heat and vibration constantly attack them, causing the solder around the "J" leads to crack.

That's why CARDONE goes the extra mile with their soldering process. The solid mass created

around each lead ensures stable electrical connections, even under adverse conditions.

But CARDONE doesn't stop there. Every ECC is 100% full-function tested under simulated on-the-car extremes of thermal shock and vibration. Then, every connector pin function is verified and loaded to exceed circuit specifications. For example, if the circuit requires 400 milli-amps, CARDONE tests up to 1000 milli-amps.

The bottom line is that CARDONE ECCs typically don't come back. This saves your time, money and reputation. So the next time you purchase ECCs (or any electronics product for the matter) consider your source. When you look through the zoom lens, CARDONE Electronics stand above the rest.

**CARDONE**<sup>®</sup>

ABS Modules • Air Supply Modules • Body Control Computers • Cruise Control Modules  
Engine Control Computers • Electronic Struts • GM PROM Chips • Ignition Distributors  
Mass Airflow Sensors • Power Supply Modules • Relay Control Modules • Suspension Control  
Modules • Transmission Control Modules • Vane Airflow Meters