

Superduty

***No Pedal Response & No Gauges
Problem***



The Superduty trucks with automatic transmissions often have a problem with No Accelerator Pedal response and also No Gauge movement. This is often related to the wire that is built into the transmission shifter to control the Overdrive Cancel feature.

This wire after years of movement will chafe on the steering column and eventually contact something and blow the fuse that controls the pedal and cluster. It is pretty easy to fix by splicing the wire or just protecting it with electrical tape or heat-shrink.

Also note, that an ounce of prevention is worth a pound of cure! This can be taken care of in under an hour to make sure it does not happen in the future.

Everything here is based off of my 2002 F-350, so check your truck to make sure the information is valid.

Look at Fuse # 45 (**Fuse #19 on the 99-01 trucks**) to see if it is blown, if it is blown, you should look at the shifter wire.



Chafe
Damage

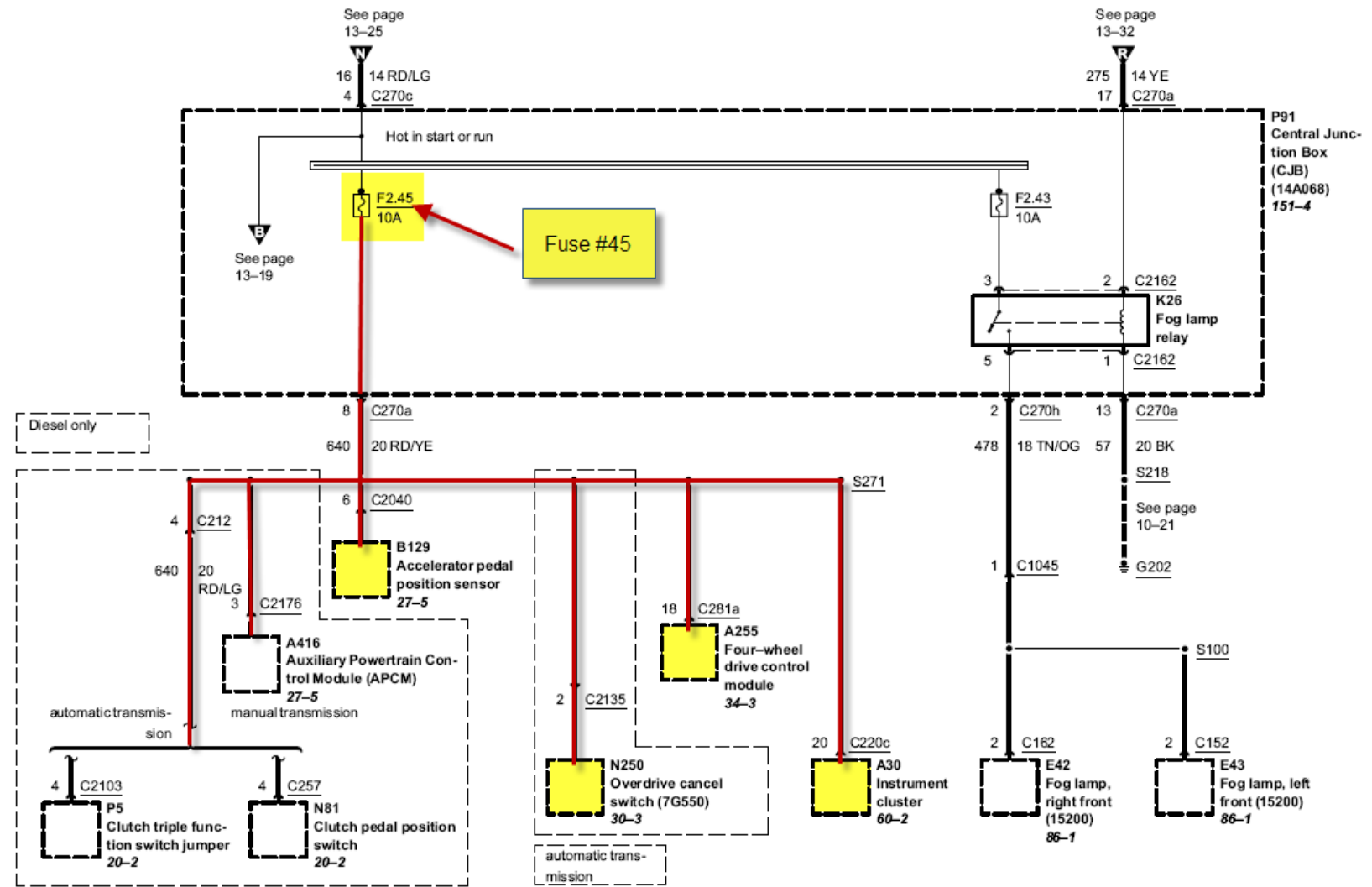


Replace it
with a 10
amp fuse!

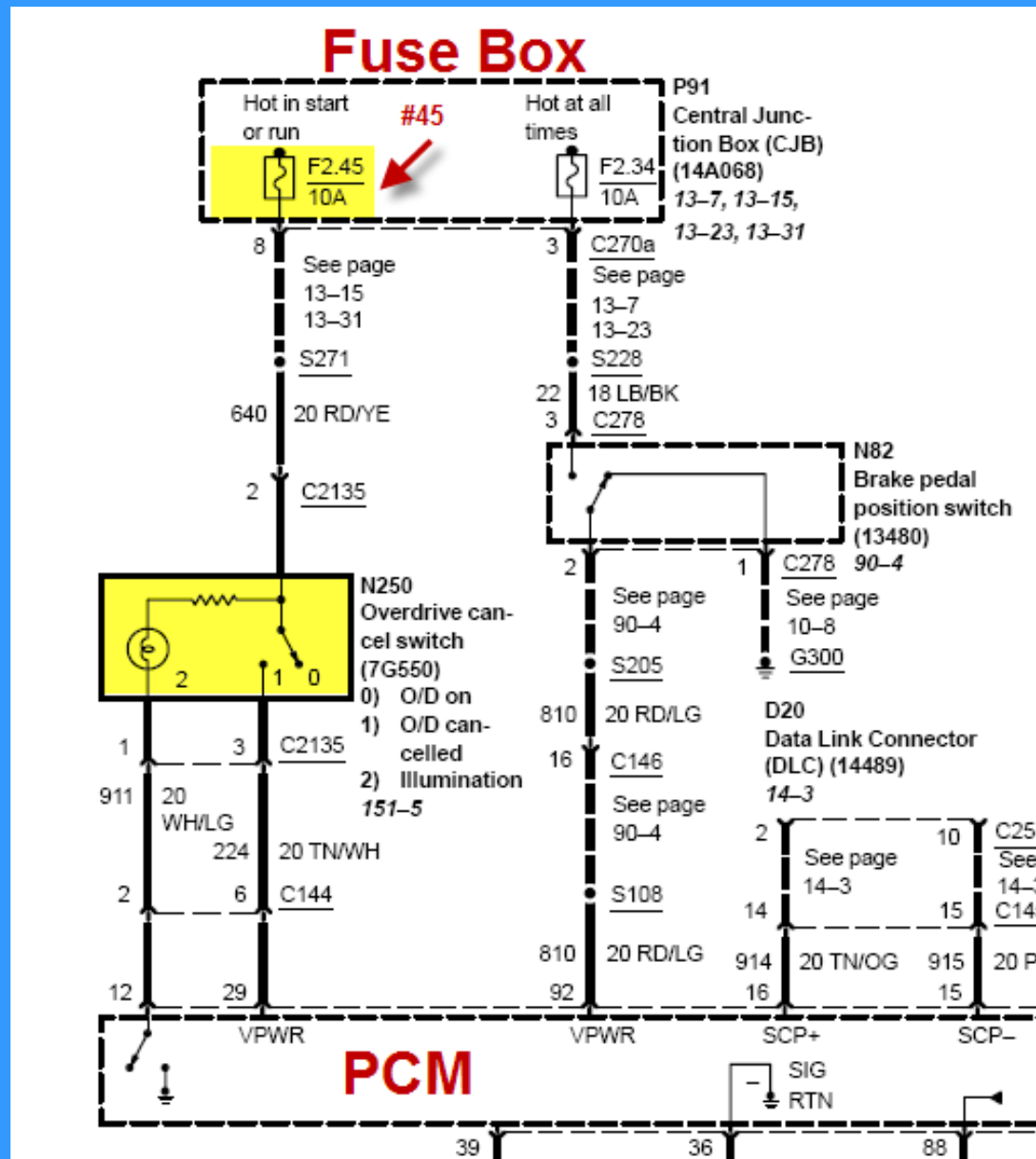
Here are some diagrams to look at of why this phenomenon happens.

Fuse #45 (Fuse #19 on the 99-01 trucks) is shared by various components, any one of the grounding out will cause a short that will blow the fuse.

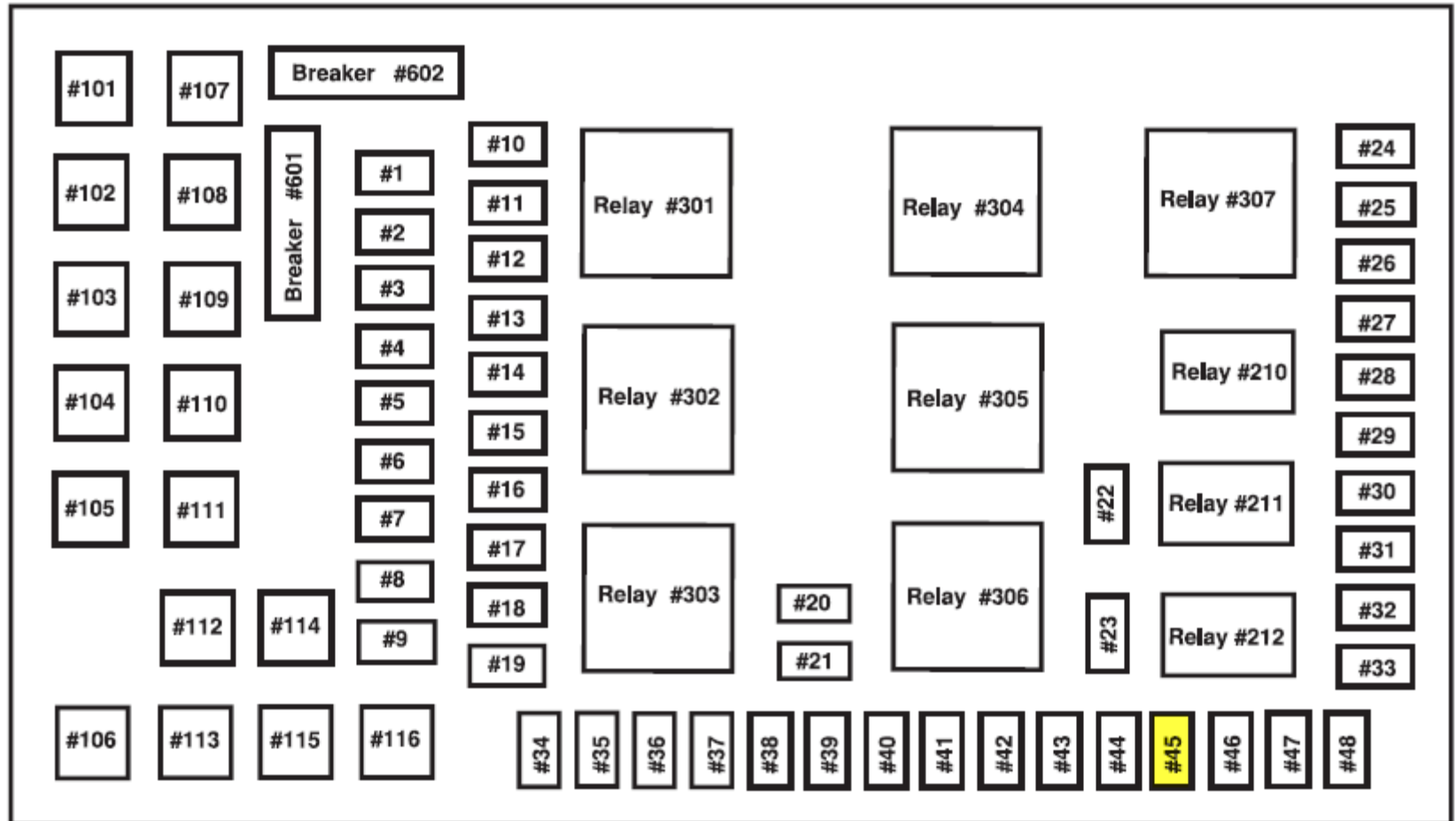
Pickup, F2.43, F2.45



The detailed diagram of the Overdrive Cancel Switch.



Fuse locations on my '02.





Ford P/N is 5C3Z-7210-AAA

Price is roughly \$38-\$60 depending on what dealer you get it from.

Replacement of the whole shifter is not needed if you can fix the wire!!!!!!

To get access to the area you will need to remove the steering column top cover. To do this is pretty easy, but you will need to remove the ignition switch.

There are 3 screws in the bottom cover that hold the top cover on. Remove them and then insert your key into the ignition and turn to RUN. You now need to insert a small diameter (1/8") rod (Allen Wrench) to disengage the ball lock on the switch.

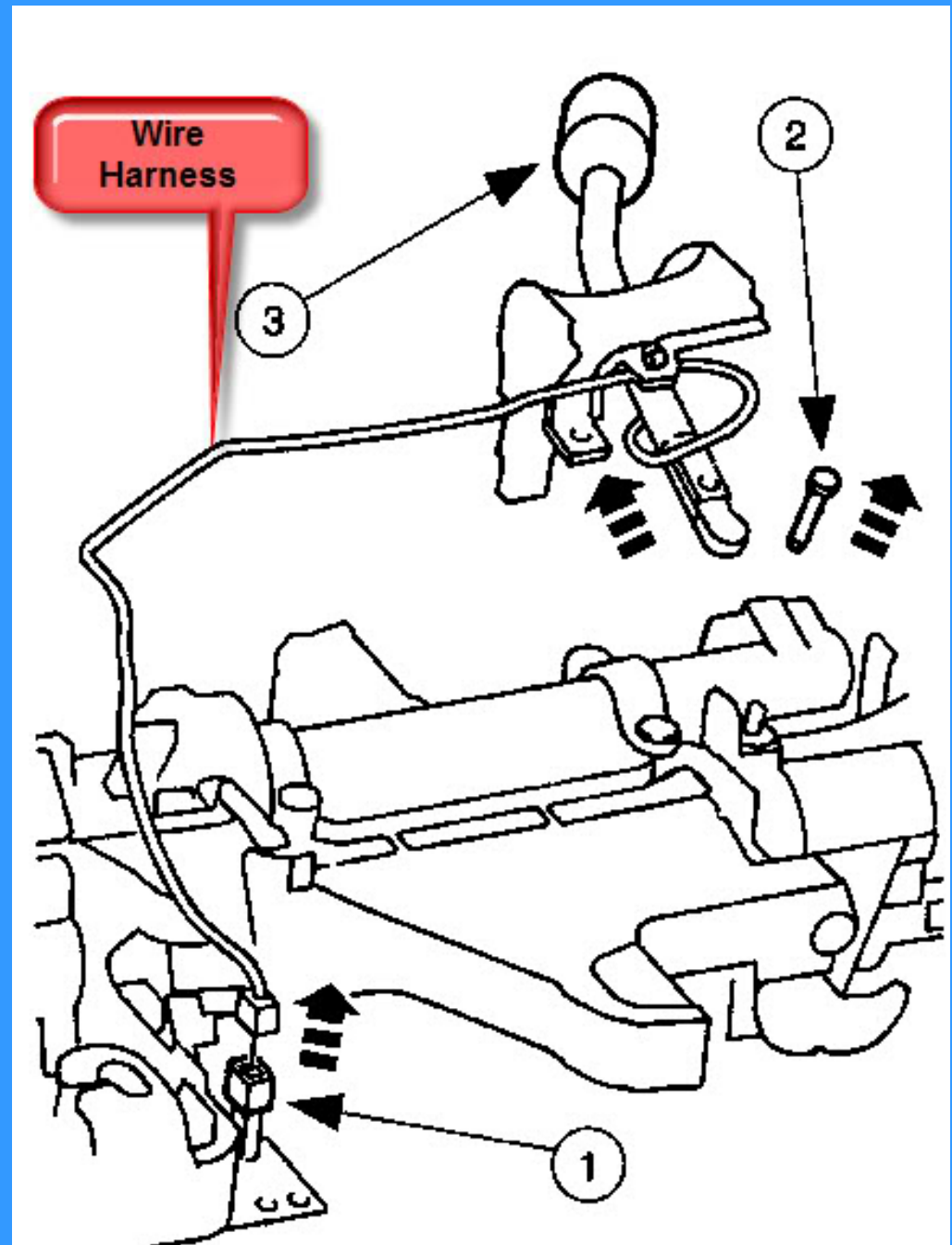


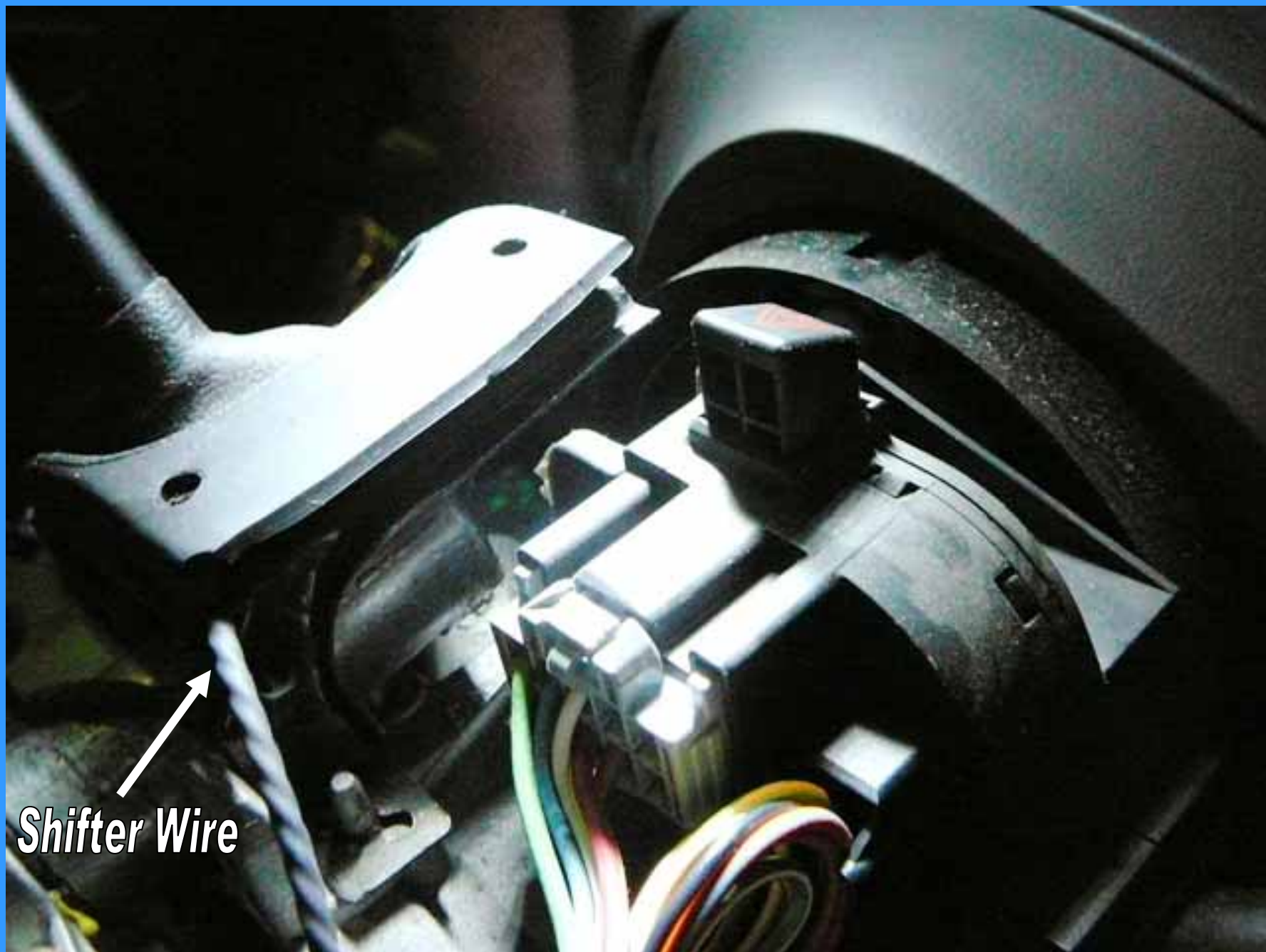
Lower cover is shown installed, but will be removed for this step.

Once you press it in, you can pull the ignition switch free from the column.



Here is the basic routing of the wire in the column area.



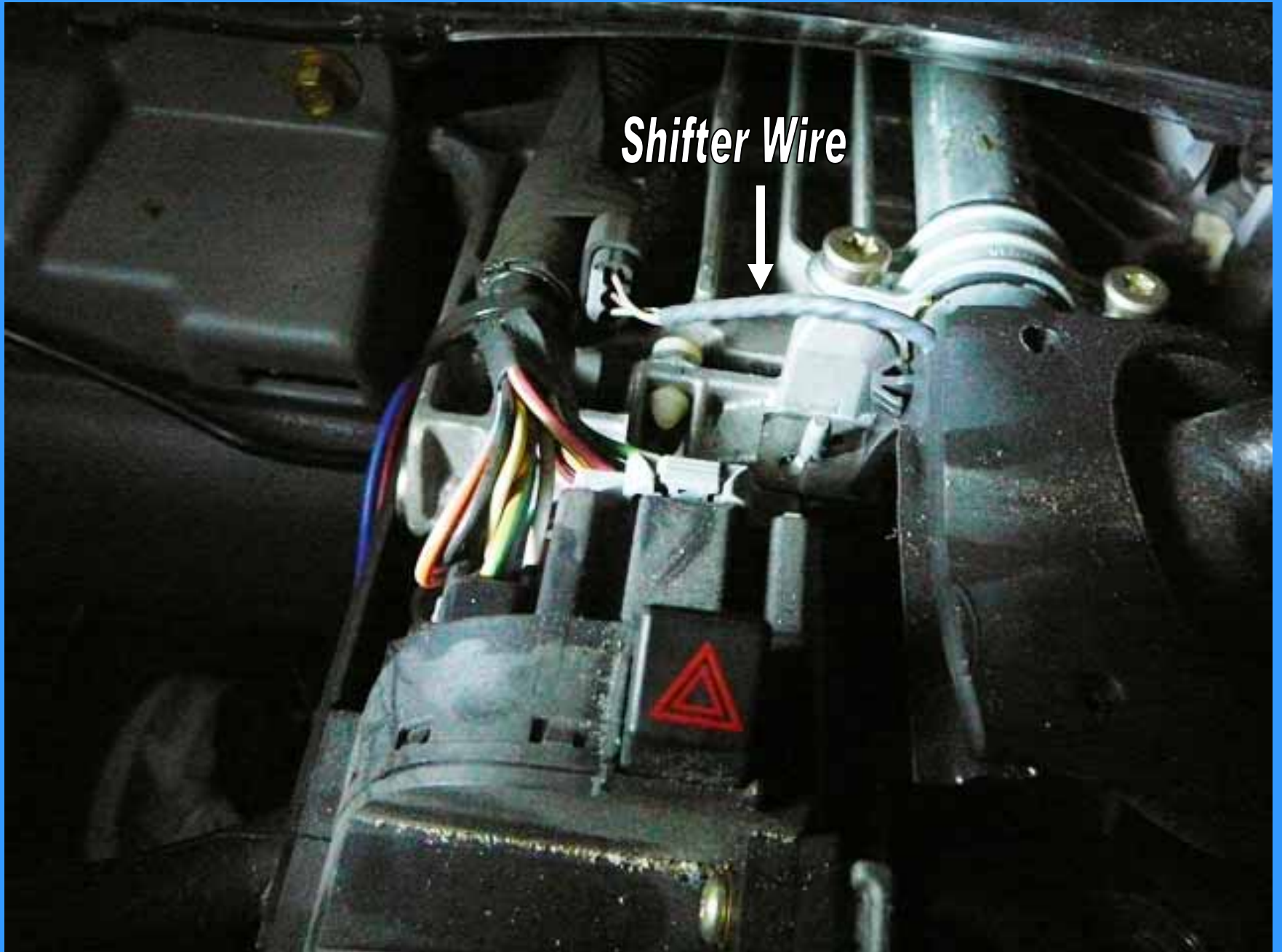


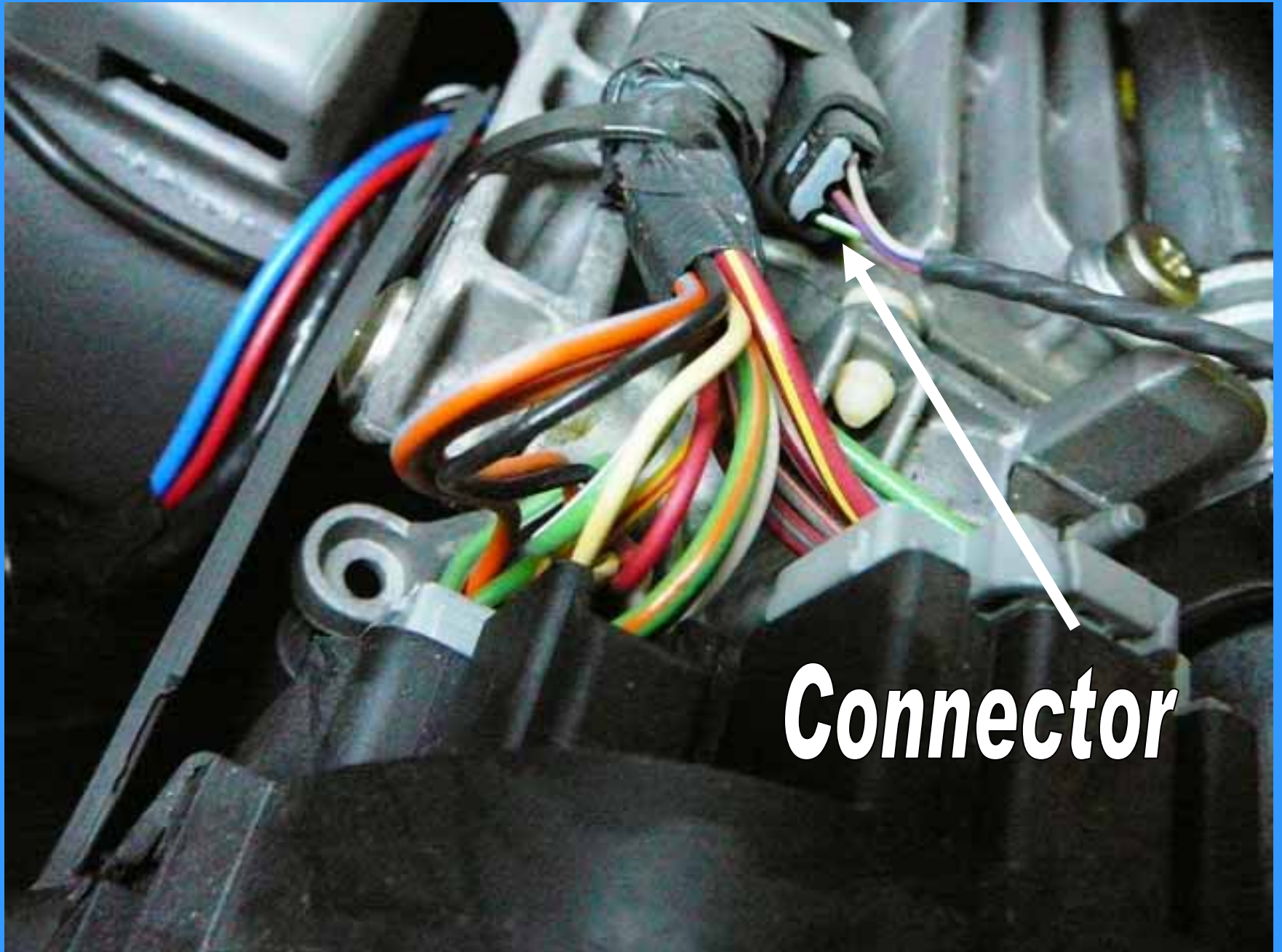
Shifter Wire



Top Cover Removed

Shifter Wire

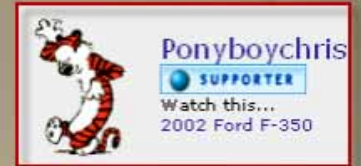




Connector

Original Post: [O/D light not working - FIXED IT!](#)

Photo courtesy of



FORD TRUCK ENTHUSIASTS
The unofficial resource center for Ford Truck enthusiasts

Wire Chafed

