

Lincoln Mark VII Brake Accumulator

TOOLS

5/16 hex tool
socket extension bar
impact wrench or breaker bar

MATERIAL

white lithium grease or equivalent

PARTS

FORD (pn: E8OY-2C231A)
Disconnect the negative battery cable

*******Warning*******

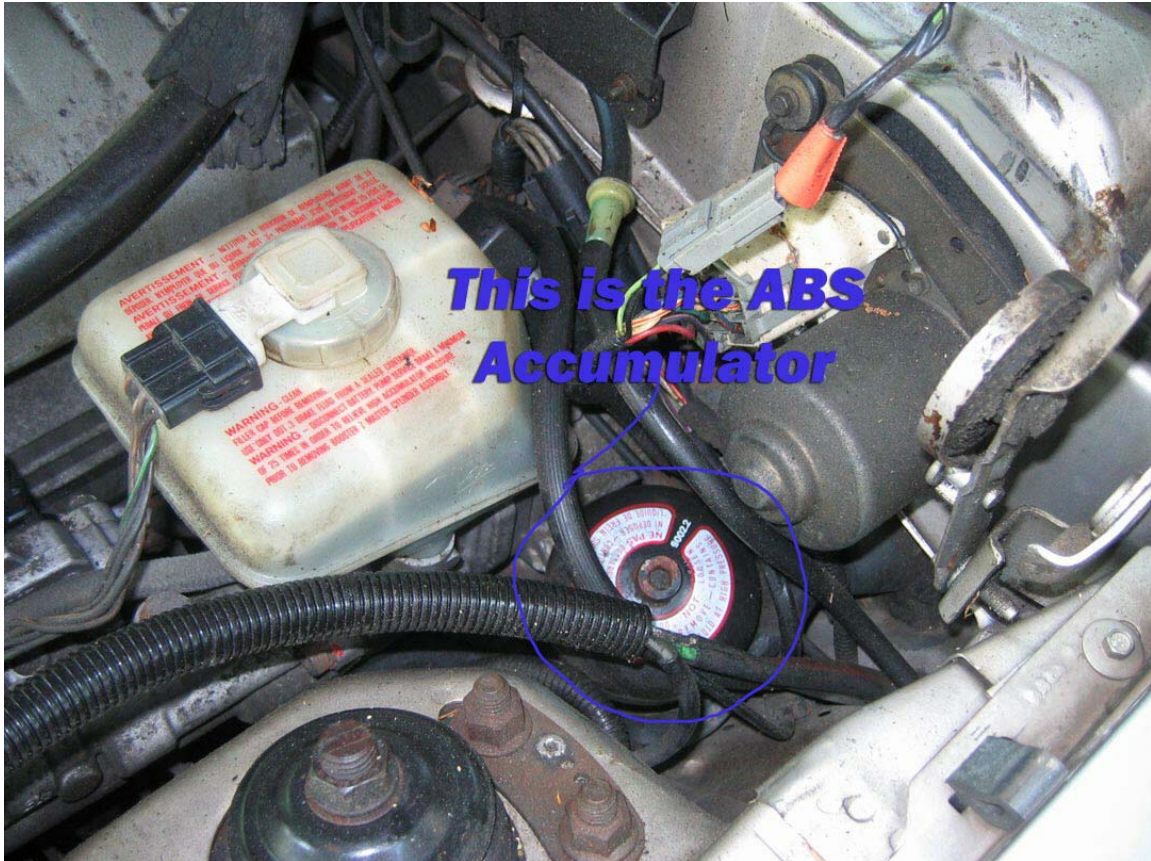
You need to pump the brakes like 50 times with the car off and the key out of the ignition to relieve the pressure in the accumulator. Even with a dead one the pressure is still above 1000+ PSI! Someone might get hurt changing theirs out if they neglect this step!

*******Warning*******

Written by and special thanks to: Michael "SkyMasters" Eibling.

"... I had the same problem. I ended changing out the accumulator with a new one from the dealer. I was told that the 88-92 Mark VII's used the long nipple accumulator. This was really good for me since the car is an 89 and they don't stock the short nipple version any more. I was really hesitant to buy a new one because the part is about \$200. If your abs pump runs every time you hit the pedal and the rest of the system works this is your problem. If you start the car and don't touch the brakes, then start driving and the light turns on the instant you hit the brakes then this it your problem. If the light turns on the instant the car starts rolling then you might want to check the wheel speed sensors. I went through all the abs actuator trouble shooting steps and that all check out so I bought the accumulator. When I put it in the problem was solved. It was a simple install. Hit it with an impact hex wrench and it comes right out. "

Lincoln Mark VII Brake Accumulator



**This is the ABS
Accumulator**



**Okay, this might be too much
but here is the accumulator
removed from the ABS pump
assembly**



