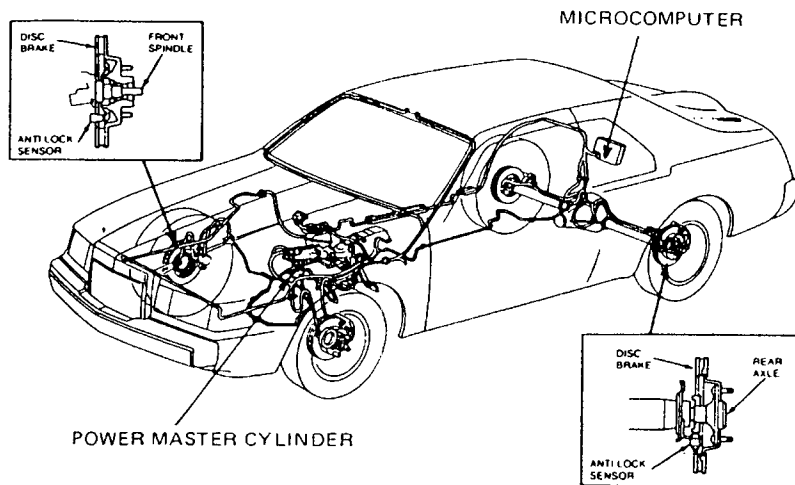


The system consists of an electronic digital microcomputer and electronic sensors at all 4 wheel positions. The system compares the individual rotation speed of each wheel during braking. When the sensor informs the computer one of the wheels is slowing down at a faster rate than the others, the computer compares the signal and determines how best to modulate fluid pressure in the appropriate line of the 3 circuit hydraulic system to prevent wheel lockup. The electronic digital computer is, in effect, 2 computers in one. If the readings on either part of the computer differ, the skid control system will be inhibited and braking will revert to the normal mode. A light on the overhead panel in the vehicle will light up to advise the driver the skid control system is inoperable.



1985 LINCOLN MERCURY ABS SYSTEM

The hydraulic system consists of 3 separate circuits. The left front, right front, and one which controls the rear wheels as an axle set. It is totally integrated with the fundamental hydraulics of the brake system, allowing faster response time.

MASTER CYLINDER AND HYDRAULIC BOOSTER

The power source for the system is provided by an electric pump charging a nitrogen filled accumulator, only as required. This is in comparison to the conventional hydro-boost system where power is required by the power steering pump. There is no difference in braking feel, or efficiency, during normal stopping between the 2 systems.