

FORD · POWERTRAIN

P1761

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1761 · Ford

Shift Solenoid C Performance

P1761 on a Ford vehicle means the powertrain control module (PCM) has detected a performance problem with shift solenoid C, which controls fluid pressure for one of the transmission's gear shifts. The PCM commands the solenoid and monitors the resulting hydraulic response, and when the actual gear engagement or pressure does not match the expected result, it stores this code.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Ford specific	Medium	Professional	Transmission

Symptoms you may notice

- The check engine light or transmission warning light is illuminated on the dashboard.
- Harsh or delayed shifts, especially when the transmission is supposed to engage third or fourth gear.
- The transmission may slip or flare between gears, with engine RPM rising without corresponding vehicle speed.
- The PCM may place the transmission in limp mode, holding a single gear and limiting vehicle speed.
- In some cases, there are no noticeable symptoms besides the warning light, particularly if the fault is intermittent.

Common causes, most likely first

- A faulty shift solenoid C, either electrically open or mechanically stuck, is the most common cause.
- Degraded or contaminated automatic transmission fluid (ATF) that restricts solenoid operation or clogs the valve body passages.
- A damaged or corroded wiring harness or connector at the solenoid or transmission case pass-through.
- A stuck or worn valve body spool valve that the solenoid C circuit controls, preventing proper hydraulic response.
- Low transmission fluid level due to a leak, causing aeration and poor solenoid performance.
- A failing PCM driver circuit for solenoid C, though this is less common than solenoid or wiring faults.
- Internal transmission mechanical wear, such as a worn clutch pack or band, that mimics a solenoid performance issue.



How to diagnose and fix it

- 1 Check the transmission fluid level and condition; top off or replace fluid if it is low, dark, or smells burnt.
- 2 Inspect the solenoid C electrical connector and harness for corrosion, chafing, or loose pins, and repair as needed.
- 3 Measure the resistance of shift solenoid C with a multimeter and compare it to the Ford specification for your transmission model.
- 4 Command solenoid C on and off with a scan tool and listen for an audible click; no click indicates an electrical or solenoid fault.
- 5 Perform a transmission line pressure test to verify that hydraulic pressure responds correctly to solenoid C commands.
- 6 Remove the transmission pan and inspect for debris; if contamination is present, clean or replace the solenoid pack and valve body as required.
- 7 If electrical and hydraulic checks pass, perform a road test with a scan tool to monitor solenoid C duty cycle and gear ratio errors to isolate internal mechanical wear.

What Ford technicians check before replacing solenoid C

- A P1761 code can be set by a simple low fluid level or a clogged transmission filter, so always verify fluid condition and level before condemning the solenoid.
- On many Ford transmissions, shift solenoid C is part of a molded solenoid pack, and a single failed solenoid often requires replacing the entire pack rather than just one unit.
- Intermittent wiring faults at the transmission case connector are a frequent cause that does not show up during a static resistance test; wiggle-test the harness while monitoring solenoid resistance.
- A stuck valve body spool valve can produce the same performance symptoms as a failed solenoid C, so a pressure test and visual inspection of the valve body are essential before parts replacement.
- The PCM may set P1761 as a result of another transmission code, such as a turbine speed sensor fault, so always check for and diagnose any accompanying codes first.

Can I keep driving with P1761?

You can usually drive the vehicle to a repair shop, but avoid aggressive acceleration and highway speeds because the transmission may be in limp mode or slip under load. If the vehicle enters limp mode or shifting becomes severely harsh, stop driving and have it towed to prevent further transmission damage.



Tools that help

- OBD-II scan tool with bidirectional control and transmission data streaming
- Digital multimeter for resistance and voltage checks
- Transmission pressure gauge set
- Socket and wrench set for pan removal and solenoid access
- Fluid pump or funnel for adding automatic transmission fluid
- Wiring diagram and Ford service information for the specific transmission model

Reading P1761

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Ford): its meaning depends on the make.
7	Transmission.
61	The exact fault within that area.

Often seen with

P1760 Shift Lock Malfunction · **P1762** Shift Lock Short To B+ · **P1760** Overrun Clutch Solenoid Valve Circuit · **P1762** Transmission SS3 SS4 OD Band Fault · **P1760** TCM Supply Voltage Interrupted · **P1762** Governor Pressure Sensor Offset Improper Voltage · **P1760** Transmission system problems · **P1762** Overdrive Band Failed Off · **P1762** Governor Pressure Sensor Offset Improper Voltage · **P0750** Shift Solenoid 'A' · **P0755** Shift Solenoid 'B' · **P0760** Shift Solenoid 'C'

See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1761/>

