

SECTION 1

Emission Control Identification/Application

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Emissions Control Identification/Application

VEHICLE EMISSION CONTROL INFORMATION

Each vehicle is equipped with a decal (Fig. 1) containing emission control data that applies specifically to that vehicle and engine. The specifications provided on the decal are critical to servicing emissions systems.


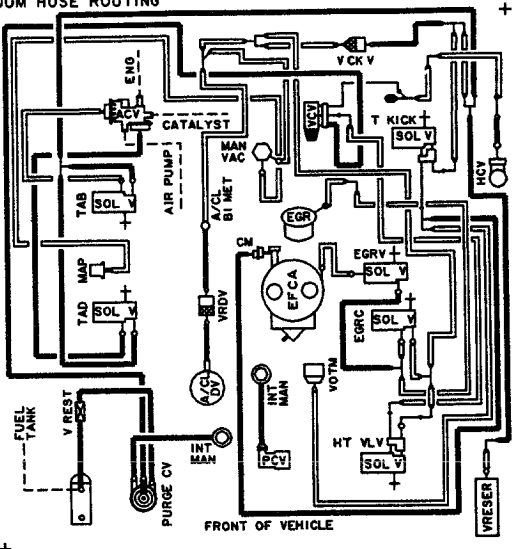
 FORD MOTOR COMPANY VEHICLE EMISSION CONTROL INFORMATION		VACUUM HOSE ROUTING
<p>THIS VEHICLE IS EQUIPPED WITH EEC II/CFI SYSTEMS. IDLE MIXTURE AND CHOKE SETTING NOT ADJUSTABLE. MAKE ALL ADJUSTMENTS WITH WHEELS BLOCKED, PARKING BRAKE SET (AUTOMATIC BRAKE RELEASE DISCONNECTED), ENGINE AT NORMAL OPERATING TEMPERATURE, AND ACCESSORIES OFF.</p> <p>IGNITION TIMING -TRANS. IN PARK</p> <ol style="list-style-type: none"> (1) TURN OFF ENGINE. (2) DISCONNECT THE SINGLE WIRE/BLACK CONNECTOR NEAR THE DISTRIBUTOR. (3) RE-START PREVIOUSLY WARMED-UP ENGINE. (4) ADJUST IGNITION TIMING TO 10° BTDC. (5) TURN OFF ENGINE AND RESTORE ELECTRICAL CONNECTION. <p>FAST IDLE -DISCONNECT AND PLUG EGR AND CM VACUUM HOSES. ALSO DISCONNECT AND PLUG VOTM (VACUUM OPERATED THROTTLE MODULATOR) HOSE. PUT TRANS. IN PARK.</p> <ol style="list-style-type: none"> (1) START ENGINE THEN SET FAST IDLE SCREW ON HIGHEST STEP OF FAST IDLE CAM. (2) ADJUST IDLE TO 2300 RPM (NOTE: ADJUSTMENT MUST BE DONE ONLY DURING THE PERIOD FROM 20 TO 60 SECONDS AFTER ENGINE START. IF TIME IS EXCEEDED, KICKDOWN AND REPEAT STEP II). (3) RECONNECT VACUUM HOSES. 		
<p>CURB IDLE-</p> <ol style="list-style-type: none"> (1) RESTART ENGINE. RUN AT 2000 RPM FOR 60 SECONDS. ALLOW IDLE TO STABILIZE FOR 15 SECONDS. PUT TRANS. IN DRIVE, THEN ADJUST IDLE TO 550 RPM WITHIN 105 SECONDS OF RESTART. REPEAT RESTART IF 105 SECONDS ARE EXCEEDED. (2) IF RPM IS HIGH, ADJUST BY TURNING VOTM (VACUUM OPERATED THROTTLE MODULATOR) BRACKET ADJUSTING SCREW COUNTERCLOCKWISE. RECHECK RPM BY REPEATING STEP I. (3) IF RPM IS LOW, SHUT OFF ENGINE. TURN VOTM BRACKET ADJUSTING SCREW ONE FULL TURN CLOCKWISE AND REPEAT STEP I. (4) IF IDLE RPM ADJUSTMENT IS GREATER THAN 50 RPM, RE-ADJUST TRANSMISSION LINKAGE. SEE SHOP MANUAL. <p>FIRING ORDER -1-5-4-2-6-3-7-8</p> <p>THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO 1985 MODEL YEAR NEW MOTOR VEHICLES.</p> <p>ESAE-9C485-CBD CATALYST SPARK PLUG: ASF-52 GAP-.048-.052 S.O.L.-5FM FFMS.QVSHBF8-EGR/EGR/AIP/TWC</p>		

Figure 1 Typical Vehicle Emission Control Information Decal

In addition to the tune-up specifications and procedures, the emission decal shows a color coded schematic of the engine vacuum system. The color coding on the schematic represents the actual color coding on the vacuum hoses. However, there will be instances where an individual hose color will not agree.

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Vehicle	Emission Decal	Vacuum Schematic	Location
Escort/Lynx, EXP 1.9L	X	X	Radiator Sight Shield
Tempo/Topaz, 2.3L	X	X	Radiator Sight Shield
Mustang/Capri, Merkur 2.3L Turbo 2.3L, 3.8L, 5.0L 2.3L 5.0L	X	X	Service Information Center
	X	X	Underside of Hood
		X	Air Intake Tube
		X	Fan Shroud
LTD/Marquis 2.3L 3.8L	X	X	Underside of Hood
	X	X	Fan Shroud
Thunderbird/Cougar 3.8L 5.0L 2.3L Turbo	X	X	Fan Shroud
	X	X	Coil Appearance Cover
	X	X	Service Information Center
Taurus/Sable 2.5L, 3.0L	X	X	Radiator Sight Shield
Ford/Mercury 5.0L, 5.8L	X	X	Fan Shroud
Mark VII & Lincoln Town Car 5.0L	X	X	Fan Shroud
Continental 5.0L	X	X	Fan Shroud
Truck & Ranger/Bronco/Bronco II/ Aerostar 2.8L, 2.0L, 2.3L, 2.9L, 3.0L, 3.8L, 5.0L, 4.9L, 7.5L F-Series Econoline — All	X	X	Radiator Support
	X	X	Under Hood

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Emissions Control Identification/Application

Engine Calibration

Located on the front of the engine, there is an Engine Code Information Label containing—among other pertinent data—an engine calibration number. Although there are several label styles, the engine calibration number is shown on each (Fig. 2).

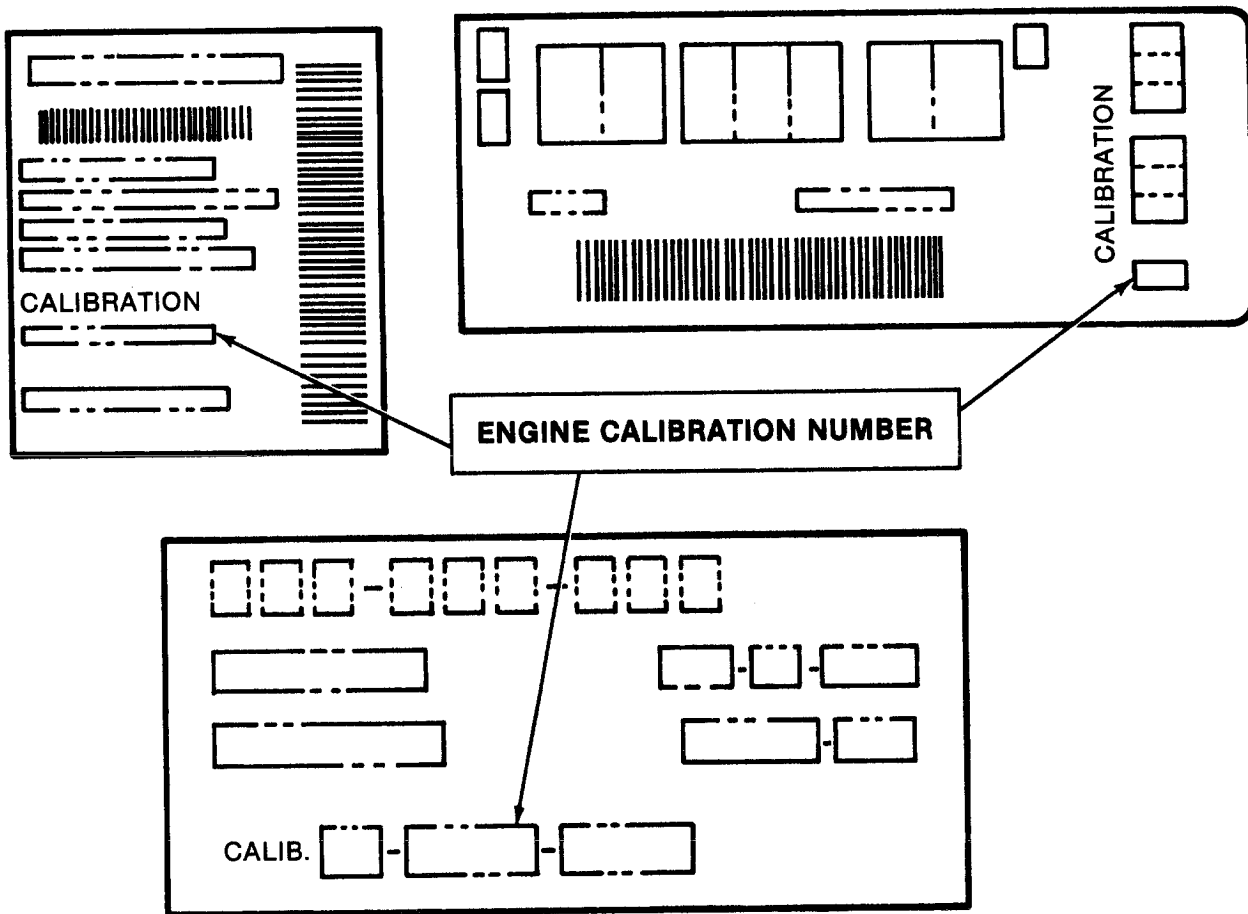


Figure 2 Engine Code Information Label With Engine Calibration Number

Emissions Control Identification / Application

EMISSION CONTROLS APPLICATION

PASSENGER CAR — 50 STATES/CANADA

Engine	Vehicle Application	Catalyst(s)		Fuel System Type, Mfg	Electronic Eng Ctrl	EGR System	Thermactor System	Ignition System	Idle Speed Control
		Type	Location						
1.9L	Escort/Lynx/EXP	TWC & COC	DBUB	740-2V Holley	None	BVT	MTA	TFI-I	M/V
1.9L	Escort/Lynx/EXP	TWC & COC	DBUB	EFI	EEC-IV	BVT	Dual PA	TFI-IV	BPA
2.3L OHC	Mustang/Capri LTD/Marquis	TWC & COC	DBUB	YFA-1V FBC, Carter	EEC-IV	BVT	MTA	TFI-IV	DCM
2.3L OHC Turbo	SVO Mustang Thunderbird/Cougar Merkur	TWC	UB	EFI	EEC-IV	Ported	None	TFI-IV	BPA
2.3L HSC 50 States	Tempo/Topaz	TWC & COC	DBUB	CFI	EEC-IV	ELEC	PA	TFI-IV	DCM
2.3L HSC Canada	Tempo/Topaz	COC	UB	1949-IV Holley	None	Ported	CT	DS-II	TSP
2.5L HSC	Taurus/Sable	TWC & COC	DBUB	CFI	EEC-IV	ELEC	PA	TFI-IV	DCM
3.0L	Taurus/Sable	TWC	UE	EFI	EEC-IV	PFE Canada-None	None	TFI-IV	BPA
3.8L 50 States	Mustang/Capri Thunderbird/Cougar LTD/Marquis Mustang/Capri (Canada)	(2) TWC COC	TB UB	CFI	EEC-IV	ELEC	MTA	TFI-IV	DCM
3.8L Canada	Thunderbird/Cougar LTD/Marquis	COC	UB	2150A-2V NFB, Ford	None	IBP	CT	DS-II	TSP/DP
5.0L	Thunderbird/Cougar Cont/Mark VII	(2) TWC COC	TB UB	SEFI	EEC-IV	ELEC	MTA	TFI-IV	BPA
	Ford/Mercury Lincoln	(2) TWC (2) COC	TB UB	SEFI	EEC-IV	ELEC	MTA	TFI-IV	BPA
5.0L HO	Mustang/Capri Mark VII	(2) TWC (2) COC	TB UB	SEFI	EEC-IV	ELEC	MTA	TFI-IV	BPA
5.8L	Ford/Mercury (Police) Canada Trailer Tow	(2) TWC & COC	DBUB	7200-VV FBC, Ford	MCU	IBP	MTA	UIC	TSP

ABBREVIATIONS:

OHC = Overhead Cam
HSC = High Swirl Combustion
HO = High Output
COC = Conventional Oxidation Catalyst
TWC = Three-Way Catalyst
TB = Toe Board
UB = Underbody
UE = Under Engine
DBUB = Dual Brick Underbody
MFG = Manufacturer
FBC = Feedback Carburetor
NFB = Non-Feedback Carburetor
EFI = Electronic Fuel Injection

ELEC = Electronic Valve
SEFI = Sequential EFI
CFI = Central Fuel Injection
EEC-IV = Electronic Engine Control (System-IV)
MCU = Microprocessor Control Unit
EGR = Exhaust Gas Recirculation
EVP = EGR Valve Position
EVR = EGR Valve Regulator
EGRC = EGR Control
EGRV = EGR Vent
PFE = Pressure Feedback Electronic
BP = Backpressure

IBP = Integral Backpressure
CT = Conventional Thermactor
PA = Pulse Air
MTA = Managed Thermactor Air
DS-II = Duraspark II
TFI = Thick Film Ignition
UIC = Universal Ignition Control
M/V = Mechanical Vacuum
BPA = Bypass Air
DCM = D. C. Motor
TSP = Throttle Solenoid Positioner
DP = Dashpot

Emissions Control Identification / Application

EMISSION CONTROLS APPLICATION

LIGHT TRUCK — 50 STATES/CANADA

Engine	Vehicle Application	Catalyst(s)		Fuel System Type, Mfg	Electronic Eng Ctrl	EGR System	Thermactor System	Ignition System	Idle Speed Control
		Type	Location						
2.0L OHC	Ranger (49 States)	COC	UB	YFA-2V NFB, Carter	None	Ported	CT	DS-II	DCM
2.3L OHC	Ranger/Bronco II Aerostar (49 States)	COC	UB	EFI	EEC-IV	ELEC	None	TFI-IV	BPA
	Ranger/Bronco II (Calif)	TWC	DBUB	EFI	EEC-IV	ELEC	None	TFI-IV	BPA
	Aerostar (Calif.)	TWC	(2) SBUB	EFI	EEC-IV	ELEC	None	TFI-IV	BPA
2.8L	Aerostar	COC & COC	DBUB	2150A-2V FBC, Ford	EEC-IV	ELEC	MTA	TFI-IV	DCM
2.9L	Ranger/Bronco II	COC & TWC	DBUB	EFI	EEC-IV	PFE	None	TFI-IV	BPA
3.0L	Aerostar	TWC TWC	UB #1 UB #2	EFI	EEC-IV	PFE	None	TFI-IV	BPA
4.9L	E-Series/F-Series Bronco	TWC COC	UB #1 UB #2	YFA-1V FBC, Carter	EEC-IV	IBP	MTA	TFI-IV	DCM
5.0L	E-Series/F-Series Bronco	TWC TWC	UB #1 UB #2	EFI	EEC-IV	ELEC	MTA/ AM1, AM2	TFI-IV	BPA
5.8L	E-Series/F-Series Bronco (49 States)	TWC COC	UB #1 UB #2	4180-C Holley	None	IBP	MTA	DS-II	None
7.5L	E-Series/F-Series	None	NA	4180C-4V Holley	None	Ported	CT	DS-II	None

ABBREVIATIONS:

COC = Conventional Oxidation Catalyst
 TWC = Three-Way Catalyst
 UB = Underbody
 DBUB = Dual Brick Underbody
 SBUB = Single Brick Underbody
 MFG = Manufacturer
 NFB = Non-Feedback Carburetor
 FBC = Feedback Carburetor
 EFI = Electronic Fuel Injection
 EGR = Exhaust Gas Recirculation
 ELEC = Electronic Valve

IBP = Integral Backpressure
 EEC-IV = Electronic Engine Control (System-IV)
 PFE = Pressure Feedback Electronic
 CT = Conventional Thermactor
 MTA = Managed Thermactor Air
 AM(1), (2) = Air Management (1), (2)
 DS-II = Duraspark II
 TFI = Thick Film Ignition
 BPA = Bypass Air
 DCM = D. C. Motor

CA9135-A

Emissions Control Identification / Application

EMISSION CONTROLS APPLICATION

MEDIUM/HEAVY TRUCK — 50 STATES/CANADA

Engine	Vehicle Application	Catalyst(s)		Fuel System Carb, Mfg	Electronic Eng Ctrl	EGR System	Thermactor System	Ignition System
		Type	Location					
4.9L	E-Series/F-Series (49 States)	None	NA	YFA-1V Carter	None	Ported	CT	DS-II
5.8L	E-Series/F-Series (49 States)	None	NA	4180C-4V Holley	None	Ported	CT	DS-II
6.1L	B-Series/C-Series F-Series	None	NA	2380EG-2V Holley	None	Ported	CT	DS-II
	B-Series/C-Series F-Series	None	NA	4190EG-4V Holley	None	Ported	CT	DS-II
7.0L	B-Series/C-Series F-Series	None	NA	4190EG-4V Holley	None	Ported	CT	DS-II

ABBREVIATIONS:

NA = Not Applicable
MFG = Manufacturer
EGR = Exhaust Gas Recirculation
CT = Conventional Thermactor
DS-II = Duraspark II

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