

SECTION 1

Emission Control Identification/Application

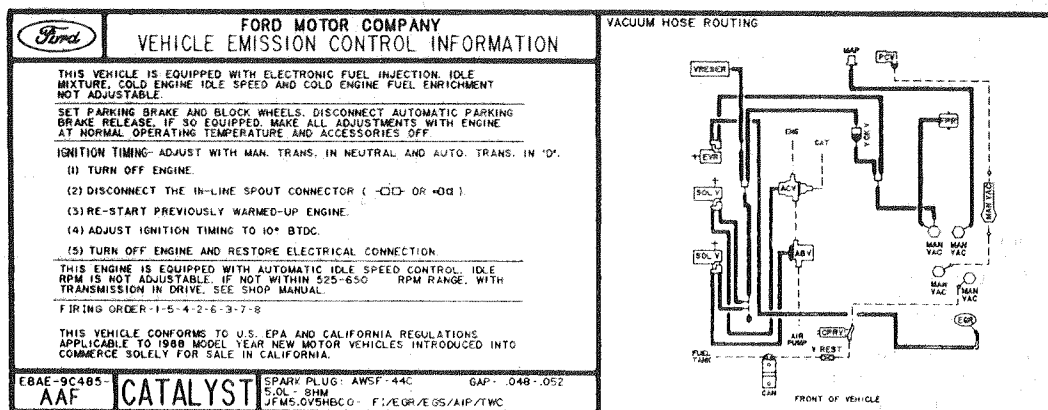
Contents

Vehicle Emission Control Information Decal	1-1
Engine Calibration Identification	1-2
Emission Controls Application	
Passenger Car	1-3
Light Truck	1-4
Heavy Truck.....	1-5

Emission 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.



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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.

Emission Control Identification/Application

VEHICLE EMISSION CONTROL INFORMATION DECAL LOCATION

VEHICLE	LOCATION
Escort 1.9L	Radiator Sight Shield
Tempo/Topaz 2.3L	Radiator Sight Shield
Mustang 2.3L, 5.0L	Coil Appearance Cover
Merkur 2.3L Turbo	Radiator Sight Shield
Thunderbird/Cougar 2.3 Turbo	Sight Shield on Fan Assembly
3.8L	Fan Shroud
5.0L	Coil Appearance Cover
Taurus/Sable 2.5L, 3.0L, 3.8L	Radiator Sight Shield
Continental 3.8L	Radiator Sight Shield
Ford/Mercury 5.0L, 5.8L	Fan Shroud
Mark VII, Town Car 5.0L	Fan Shroud
Ranger, F-Series, Bronco/Bronco II, Aerostar 2.0L, 2.3L, 2.8L, 2.9L, 3.0L, 4.9L, 5.0L, 5.8L, 6.1L, 7.0L, 7.5L	Radiator Support
Econoline All Engines	Under Hood

Engine Calibration Identification

The Emission Calibration Number Label, which contains the engine calibration number, is located on the driver's side door or door post pillar.

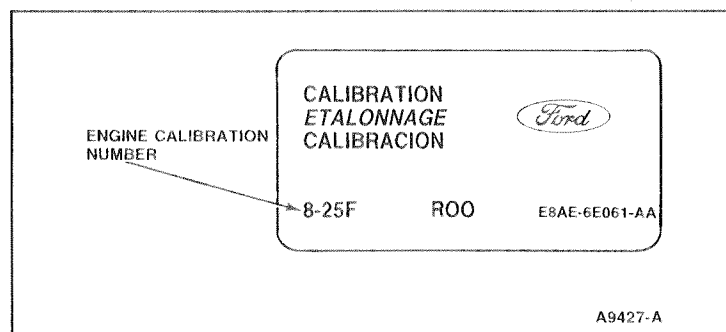


Figure 2 Emission Calibration Number Label

Emission 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	Secondary Air System	Ignition System	Idle Speed Control
		Type	Location						
1.9L	Escort	TWC	Close Mount	CFI	EEC-IV	PFE	None	TFI-IV	DCM
1.9L	Escort	TWC COC	DBUB	EFI	EEC-IV	BVT	Dual PA	TFI-IV	BPA
2.3L OHC	Mustang	TWC TWC	TB UB	EFI	EEC-IV	EEGR	None	TFI-IV	BPA
2.3L OHC Turbo	Thunderbird, Mercur	TWC TWC	DBUB	EFI	EEC-IV	Ported	None	TFI-IV	BPA
2.3L HSC 50 States	Tempo/Topaz	TWC COC	DBUB	EFI	EEC-IV	PFE	PA	TFI-IV	BPA
2.3L HSC Plus	Tempo/Topaz	TWC COC	DBUB	EFI	EEC-IV	PFE	PA	TFI-IV	BPA
2.5L HSC	Taurus/Sable	TWC COC	DBUB	CFI	EEC-IV	EEGR	None	TFI-IV	DCM
3.0L	Taurus/Sable	TWC	UE	EFI	EEC-IV	None Calif-PFE	None	TFI-IV	BPA
3.8L	Thunderbird/ Cougar	(2) TWC TWC	TB UB	EFI	EEC-IV	PFE	CT	TFI-IV	BPA
	Continental	(2) TWC TWC	TB UB	EFI	EEC-IV	PFE	CT	TFI-IV	BPA
	Taurus/Sable	(2) TWC TWC	TB UB	EFI	EEC-IV	PFE	CT	TFI-IV	BPA
5.0L	Thunderbird/ Cougar	(2) TWC COC	TB UB	SEFI	EEC-IV	EEGR	MTA	TFI-IV	BPA
	Ford/Mercury Ford Police Town Car	(2) TWC (2) COC	TB UB	SEFI	EEC-IV	EEGR	MTA	TFI-IV	BPA
	Mustang	(2) TWC (2) COC	TB UB	SEFI-MA	EEC-IV	EEGR	MTA	TFI-IV	BPA
5.0L HO	Mustang, Mark VII Mark VII LSC	(2) TWC (2) COC	TB UB	SEFI	EEC-IV	EEGR	MTA	TFI-IV	BPA
5.8L	Ford/Mercury (Canada) Ford Police	(2) TWC COC	DBUB	7200-VV FBC, Ford	MCU	IBP	MTA	UIC	TSP

ABBREVIATIONS:

BPA = Bypass Air
 BVT = Back Pressure Variable Transducer
 CFI = Central Fuel Injection
 COC = Conventional Oxidation Catalyst
 CT = Conventional Thermactor
 DBUB = Dual Brick Underbody
 DCM = D.C. Motor
 DS-II = Duraspark II
 EEC-IV = Electronic Engine Control — System-IV

EEGR = Electronic EGR Valve (Sonic)
 EFI = Electronic Fuel Injection
 EGR = Exhaust Gas Recirculation
 HO = High Output
 HSC = High Swirl Combustion
 IBP = Integral Back Pressure
 MA = Mass Air
 MCU = Microprocessor Control Unit
 MFG = Manufacturer
 MTA = Managed Thermactor Air
 OHC = Overhead Cam

PA = Pulse Air
 PFE = Pressure Feedback Electronic
 SEFI = Sequential EFI
 TB = Toe Board
 TFI = Thick Film Ignition
 TSP = Throttle Solenoid Positioner
 TWC = Three-Way Catalyst
 UB = Underbody
 UE = Under Engine
 UIC = Universal Ignition Control
 VV = Variable Venturi

Emission 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	Secondary Air System	Ignition System	Idle Speed Control
		Type	Location						
2.0L OHC	Ranger (49 States)	TWC COC	DBUB	Aisan Y NFB	None	Ported	CT	DS-II	DCM
2.3L OHC	Ranger	TWC TWC	DBUB	EFI	EEC-IV	EEGR	None	TFI-IV	BPA
2.9L	Ranger/ Bronco II	TWC TWC	(2) SBUB	EFI	EEC-IV	None	None	TFI-IV	BPA
3.0L	Aerostar	TWC TWC	(2) SBUB	EFI	EEC-IV	None	None	TFI-IV	BPA
4.9L	E-Series/ F-Series Bronco	TWC (2) COC	UB #1 UB #2	EFI	EEC-IV	EEGR	MTA/ AM1, AM2	TFI-IV	BPA
5.0L	E-Series/ F-Series Bronco	TWC (2) COC	UB #1 UB #2	EFI	EEC-IV	EEGR	MTA/ AM1, AM2	TFI-IV	BPA
5.8L	E-Series/ F-Series Bronco	TWC (2) COC	UB #1 UB #2	EFI	EEC-N	EEGR	MTA/ AM1, AM2	TFI-IV	BPA

ABBREVIATIONS:

AM1, AM2 = Air Management 1, 2
 BPA = Bypass Air
 COC = Conventional Oxidation Catalyst
 CT = Conventional Thermactor
 DBUB = Dual Brick Underbody
 DCM = D.C. Motor
 DS-II = Duraspark II
 EEC-IV = Electronic Engine Control — System-IV
 EEGR = Electronic EGR Valve (Sonic)

EFI = Electronic Fuel Injection
 MTA = Managed Thermactor Air
 NFB = Non-Feedback Carburetor
 PFE = Pressure Feedback Electronic
 SBUB = Single Brick Underbody
 TFI = Thick Film Ignition
 TWC = Three-Way Catalyst
 UB = Underbody

Emission Control Identification/Application

EMISSION CONTROLS APPLICATION

MEDIUM/HEAVY 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						
4.9L	E-Series/ F-Series	TWC COC	UB #1 UB #2	EFI	EEC-IV	EEGR	MTA/ AM1, AM2	TFI-IV	BPA
5.8L	E-Series/ F-Series 1987-1/2	REDOX	UB	EFI	EEC-IV	EEGR	MTA/ AM1, AM2	TEL-IV	BPA
6.1L	B-Series F-Series 1988 1/4	None	NA	2380EG-2V Holley	None	Ported	CT	DS-II	None
7.0L	B-Series F-Series (49 states) 1988 1/4	None	NA	4190EG-4V Holley	None	Ported	CT	DS-II	None
7.5L	E-Series/ F-Series 1987-1/2	(4) REDOX	UB	EFI	EEC-IV	EEGR	MTA	TFI-IV	BPA

ABBREVIATIONS:

AM1, AM2 = Air Management 1, 2
 BPA = Bypass Air
 COC = Conventional Oxidation Catalyst
 CT = Conventional Thermactor
 DS-II = Duraspark II
 EEC-IV = Electronic Engine Control — System-IV
 EEGR = Electronic EGR Valve (Sonic)
 EFI = Electronic Fuel Injection
 EGR = Exhaust Gas Recirculation

MFG = Manufacturer
 MTA = Managed Thermactor Air
 NA = Not Applicable
 REDOX = Reduction-Oxidation
 TFI = Thick Film Ignition
 TWC = Three-Way Catalyst
 UB = Underbody
 V = Venturi