

1975-79 EXHAUST EMISSION SYSTEMS

Ford Motor Co. Electric Assist Choke

3-69

DESCRIPTION

All Light Duty emission models use an electrically heated choke thermostat spring housing as an aid to fast choke release. The heater operates from a stator terminal on the alternator. Electrical power is supplied to the choke housing when the engine is running. The choke system consists of a choke cap, thermostatic spring, a bimetallic temperature sensing disc and a Positive Temperature Coefficient (PTC) ceramic heater.

OPERATION

Current is constantly supplied to the temperature sensing switch. The system is grounded through a ground strap connected to the carburetor body. At temperatures below about 54°F, the switch is open and no current is supplied to the ceramic heater located within the thermostatic spring, allowing normal choking action to occur. At temperatures from 54-74°F, depending on engine requirements, switch will remain open or will close to supply current to the ceramic

heater. The temperature sensing switch will always be closed at temperatures below 54°F. As the heater warms, it causes the thermostatic spring to pull the choke plate open within 1 to 1.5 minutes.

TESTING

- 1) Remove air cleaner, check choke plate and choke linkage for free operation. Remove hot air supply tube at choke housing, and install Choke Tester (LRE34618). Perform hot and cold choke function per instructions contained in tester kit.
- 2) With engine running, disconnect the stator lead at connector and connect a 0-3 amp ammeter or test light between the choke lead connector and stator lead. If light does not glow, replace choke cap assembly.
- 3) Operate engine for about 5 minutes. A current reading of .3 to 1 amp should be noted. If reading is not correct, check alternator for proper operation and if good, replace choke cap.

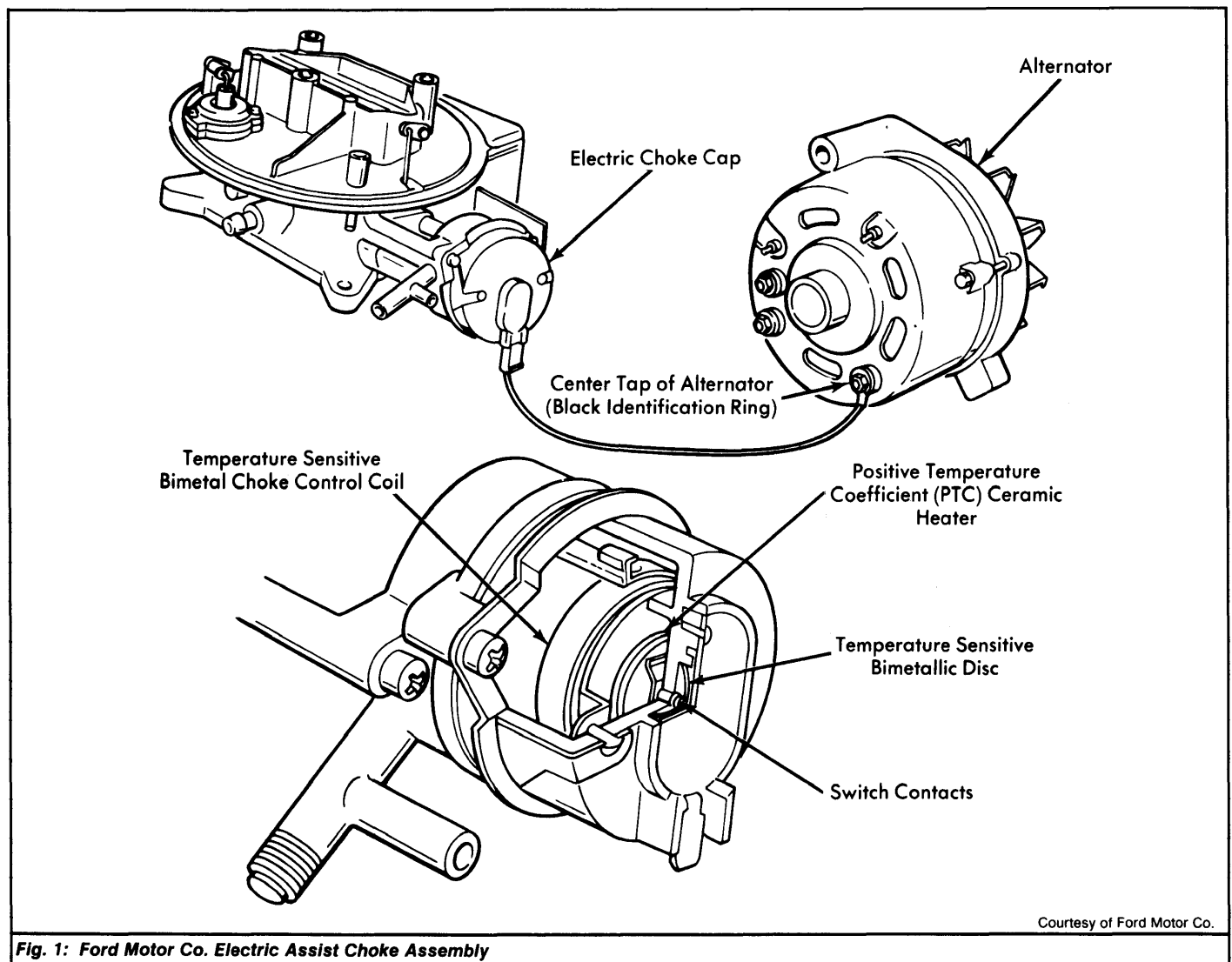


Fig. 1: Ford Motor Co. Electric Assist Choke Assembly