

1981 Exhaust Emission Systems

1981 FORD MOTOR CO. VACUUM DIAGRAMS

NOTE — As Ford Motor Co. does not release its vacuum diagrams until the end of the model year, 1982 diagrams will be included in the 1983 Emission Control Domestic Supplement. The following 1981 vacuum diagrams apply to Ford models as well as to their Mercury counterparts.

1981 FORD MOTOR CO. VACUUM DIAGRAM INDEX						
Engine & Model	Application	Transmission	A/C	Non A/C	Calibration	Fig. No.
1.6L (98") 4 Cylinder						
Escort	Hi. Alt.	Man.		X	1-3A-R1	1
Escort	Fed.	Man.		X	1-3A-R12	2
Escort	Fed.	Man.		X	1-3A-R10	3
Escort	Fed.	Man.		X	1-3A-R13	3
Escort	Fed.	Man.	X		1-3C-R1	4
Escort	Fed.	Man.	X		1-3C-R12	5
Escort	Fed.	Man.	X		1-3C-R10	6
Escort	Fed.	Man.	X		1-3C-R13	6
Escort	Fed.	Man.		X	1-3D-R10	7
Escort	Hi. Alt.	Man.		X	1-3W-R0	8
Escort	Hi. Alt.	Man.		X	1-3W-R10	9
Escort	Hi. Alt.	Man.	X		1-3X-R0	10
Escort	Hi. Alt.	Man.	X		1-3X-R10	11
Escort	Fed.	Auto.		X	1-4A-R12	12
Escort	Fed.	Auto.	X		1-4C-R10	13
Escort	Fed.	Auto.	X		1-4C-R13	14
Escort	Fed.	Auto.		X	1-4C-R13	15
Escort	Calif.	Auto.	X		1-4Q-R1	16
Escort	Calif.	Auto.		X	1-4Q-R1	17
Escort	Calif.	Auto.	X		1-4Q-R11	18
Escort	Calif.	Auto.		X	1-4Q-R11	19
Escort	Hi. Alt.	Auto.	X		1-4X-R10	20
Escort	Hi. Alt.	Auto.	X		1-4X-R13	21
Escort	Hi. Alt.	Auto.		X	1-4X-R13	22
2.3L (140") 4 Cylinder						
Fairmont, Granada, Mustang	Fed.	All			1-5Q-R0	23
Fairmont, Granada, Mustang	Fed.	All			1-6N-R0	23
Fairmont, Granada, Mustang	Fed.	All			1-6V-R0	23
Fairmont, Granada, Mustang	Fed.	All			1-6V-R12	23
Fairmont, Granada, Mustang	Fed.	Man.			1-5Q-R10	24
Mustang	Fed.	Man.			1-5R-R10	25
Mustang	Calif.	Man.			1-5R-R11	26
Mustang	Fed.	Auto.			1-6A-R10	27
Fairmont, Granada, Mustang	Fed.	Auto.			1-6N-R10	28
Fairmont, Granada, Mustang	Fed.	Auto.			1-6N-R12	28
3.3L (200") 6 Cylinder						
Mustang	Fed.	Man.			1-11F-R0	29
Mustang	Fed.	Auto.			1-12B-R0	30
4.2L (255") V8						
Fairmont, Granada, Thunderbird	Fed.	Auto.			1-18B-R1	31
Fairmont, Granada, Thunderbird	Fed.	Auto.			1-18F-R1	31
Fairmont, Granada,	Fed.	Auto.			1-18C-R11	32
Mustang	Fed.	Auto.			1-18H-R12	33
Thunderbird	Fed.	Auto.			1-18K-R2	34
Thunderbird	Fed.	Auto.			1-18K-R12	35
Fairmont	Calif.	Auto.			1-18M-R1	36
Fairmont, Granada, Thunderbird	Calif.	Auto.			1-18N-R0	37
Fairmont, Granada, Thunderbird	Calif.	Auto.			1-18R-R0	37
Thunderbird	Calif.	Auto.			1-18T-R0	38

1981 FORD MOTOR CO. VACUUM DIAGRAMS (Cont.)

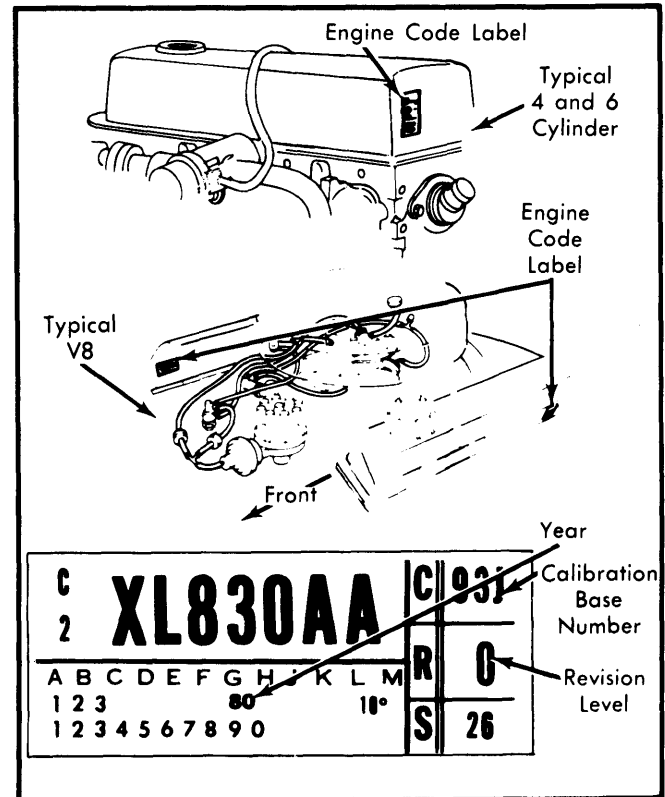
1981 FORD MOTOR CO. VACUUM DIAGRAM INDEX						
Engine & Model	Application	Transmission	A/C	Non A/C	Calibration	Fig. No.
4.2L (255") V8 (Cont.) Fairmont Fairmont, Granada Thunderbird	Calif.	Auto.			1-18U-R0	39
	Hi. Alt.	Auto.			1-18X-R0	40
	Hi. Alt.	Auto.			1-18Z-R0	41
5.0L (302") V8 Fairmont Fairmont Fairmont Fairmont Thunderbird	Fed.	Auto.			1-20A-R0	42
	Calif.	Auto.			1-20N-R0	42
	Fed.	Auto.			1-20A-R1	43
	Fed.	Auto.			1-20B-R1	44
	Fed.	Auto.			1-20G-R1	45
Fairmont Thunderbird Thunderbird Thunderbird Lincoln Lincoln	Calif.	Auto.			1-20N-R10	46
	Calif.	Auto.			1-20T-R0	47
	Calif.	Auto.			1-20T-R11	48
	Hi. Alt.	Auto.			1-20Z-R0	49
	Fed. Fed.	Auto. Auto.			1-22B-R0 1-22P-R0	50 50
5.8L (351W) V8 Fairmont	Calif.	Auto.			1-24R-R0	51

CALIBRATION NUMBER IDENTIFICATION

To identify the calibration number, find the engine code label, generally located at the front of the engine. Although there are several label styles, the engine calibration number is shown on each. Calibration codes will begin with the digit indicating the model year. For example, calibrations currently listed for 1981 Ford Vacuum Diagrams all begin with "1".

Each vehicle is also equipped with a decal containing emission control data applying to that vehicle and its engine. These decals are generally located on the underside of the hood, the radiator support, zip tube, fan shroud or other visible engine compartment location.

NOTE — Vacuum Diagrams apply to Ford models as well as to their Mercury counterparts.



FORD MOTOR COMPANY VEHICLE EMISSION CONTROL INFORMATION			EVAPORATIVE FAMILY IS 2CM
ENGINE FAMILY: CFM16V2K2 EOR/AIP/TWC	TRANS. MAN.	SPARK PLUG: A5SP-32	CATALYST
ENGINE DISPLACEMENT: 1.6L		GAP: 042-046	
SHIFT SCHED	TRANS. GEAR		
IGNITION TIMING@TQ	NEUTRAL/DRIVE		
TIMING RPM-MAX			
FAST IDLE HIGH CAM			
KICKDOWN			
CURB IDLE A/C OFF			
A/C ON			
CHOKE SETTING			
DASHBOARD CLEARANCE			
<p>SET PARKING BRAKE AND BLOCK WHEELS. DISCONNECT AUTOMATIC PARKING BRAKE RELEASE (IF SO EQUIPPED). MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE. ACCESS SOLES AND HEADLIGHTS OFF. PUT AIR CLEANER IN POSITION WHEN CHECKING ALL ENGINE SPEEDS.</p> <p>IGNITION TIMING-DISCONNECT AND PLUG VACUUM ADVANCE HOSE AT DISTRIBUTOR. CHECK/ADJUST TIMING. RECONNECT VACUUM HOSE.</p> <p>WHEN CHECKING/ADJUSTING ENGINE SPEEDS, DIP DISCONNECT AND PLUG THERMOSTAT AIR BY-PASS VALVE VACUUM HOSE AT C AND CONNECT INTAKE MANIFOLD VACUUM TO THE BY-PASS VALVE AT E.</p> <p>FAST IDLE-DIP EGR AND PURGE VACUUM HOSES AT B. FAST IDLE SCREW ON SPECIFIED STEP OF FAST IDLE CAM IN ENGINE UNTIL COOLING FAN COMES ON. CHECK/ADJUST RPM. RECONNECT VACUUM HOSES.</p> <p>CURB IDLE-A/C OFF-PUT FAST IDLE SCREW ON SECOND STEP OF FAST IDLE CAM AND RUN ENGINE UNTIL ENGINE COOLING FAN COMES ON. ACCELERATE ENGINE MOMENTARILY. CHECK/ADJUST RPM WITH THROTTLE IN SPECIFIED MODE. USE THROTTLE STOP ADJUSTING SCREW TO ADJUST RPM. CHECK/ADJUST DASHBOARD CLEARANCE. A/C ON-SET A/C ON MAX. WITH BLOWER ON HIGH. DISCONNECT COMPRESSOR CLUTCH WIRE. CHECK/ADJUST RPM WITH ENGINE COOLING FAN IN OPERATING USE SCREW ON TOP OF VOTW TO ADJUST RPM. RECONNECT ALL HOSES.</p>			
<p>REFER TO SERVICE PUBLICATIONS FOR CHOKE ADJUSTMENT AND IDLE MIXTURE INSTRUCTIONS.</p> <p>COMPLIANCE DEMONSTRATED BELOW 4000 FT.</p> <p>IF CURB IDLE ADJ. IS GREATER THAN 30 RPM, RE-ADJUST AUTO TRANS. LINKAGE. SEE SHOP MANUAL FOR DETAILED INSTRUCTIONS.</p>			
<p>THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 1981 MODEL YEAR NEW MOTOR VEHICLES INTRODUCED INTO COMMERCE SOLELY FOR SALE IN CALIFORNIA.</p>			E2AE-9C485-AKD

Model Year

Exhaust Emission Decal

Engine Code Label

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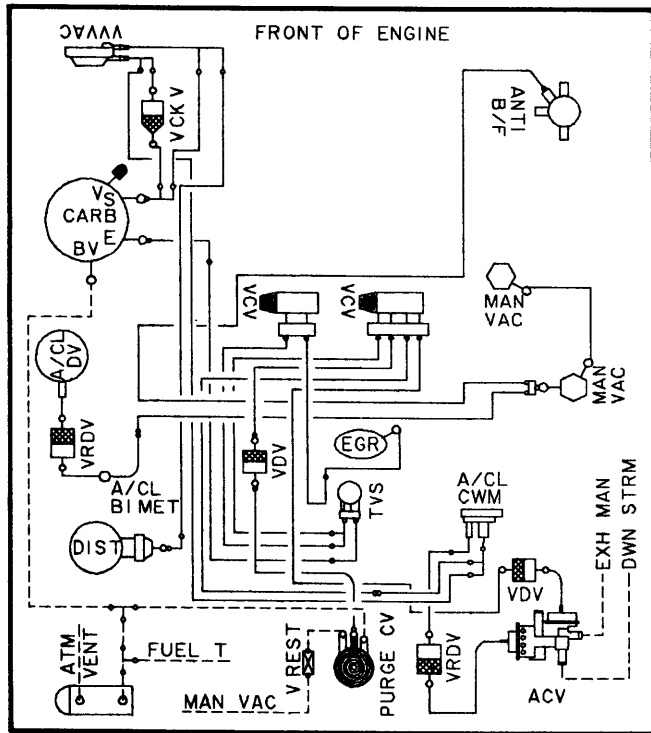


Fig. 1 Calibration 1-3A-R1; 1.6L; Hi. Alt. (Escort)

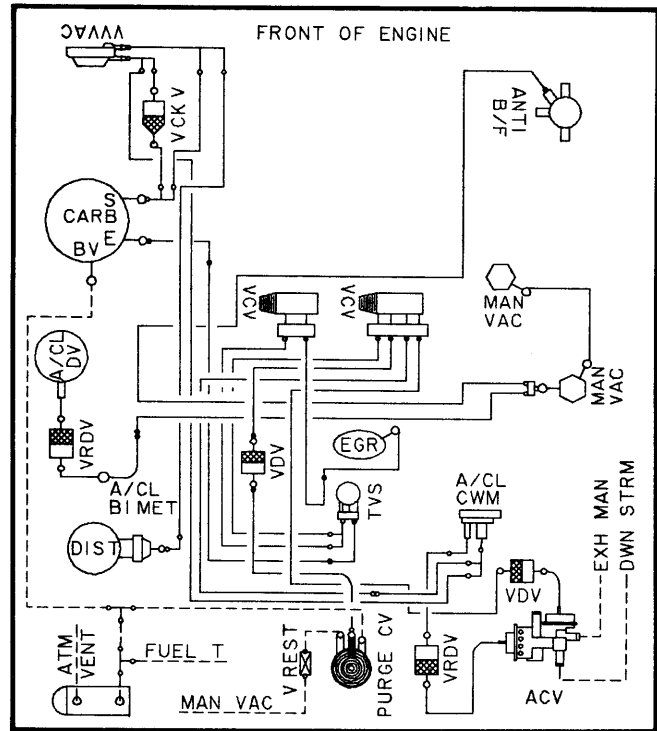


Fig. 2 Calibration 1-3A-R12; 1.6L; Federal (Escort)

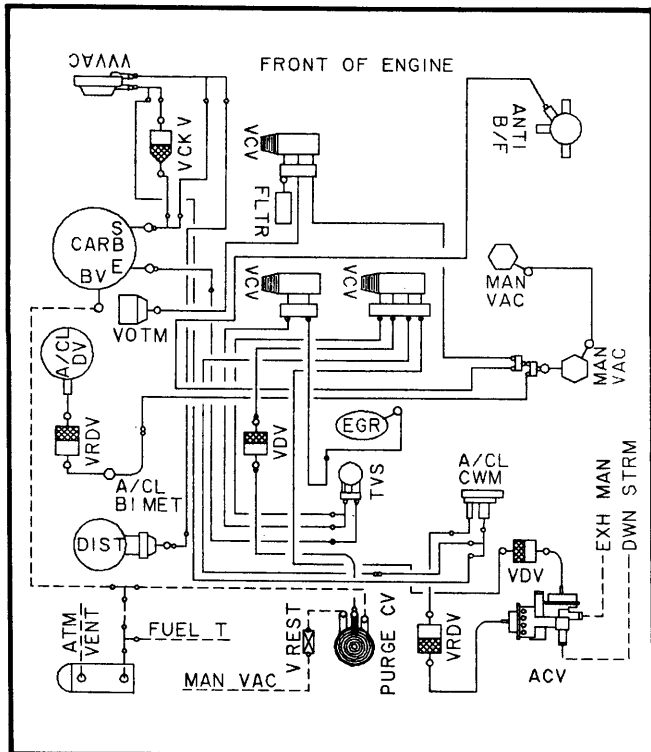


Fig. 3 Calibration 1-3A-R10, 1-3A-R13; 1.6L; Federal (Escort)

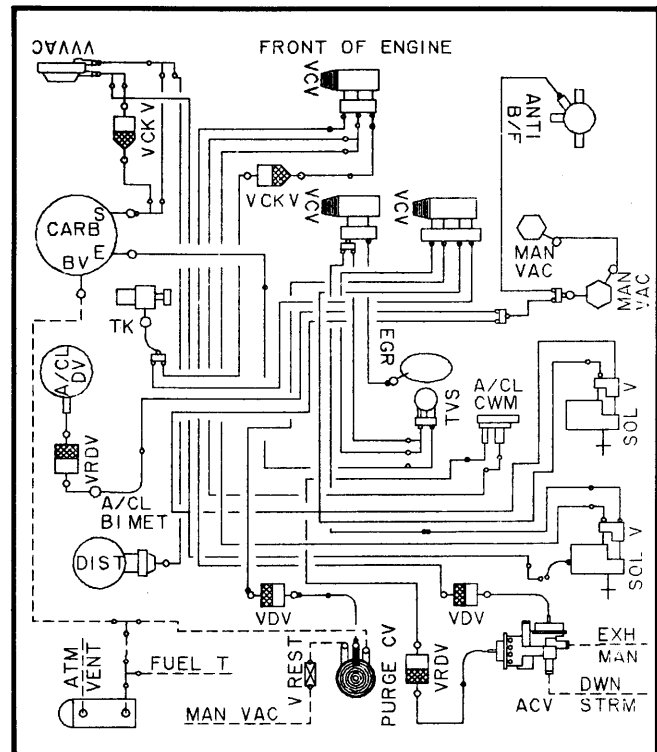


Fig. 4 Calibration 1-3C-R1; 1.6L; Federal (Escort)

1981 FORD MOTOR CO. VACUUM DIAGRAMS (Cont.)

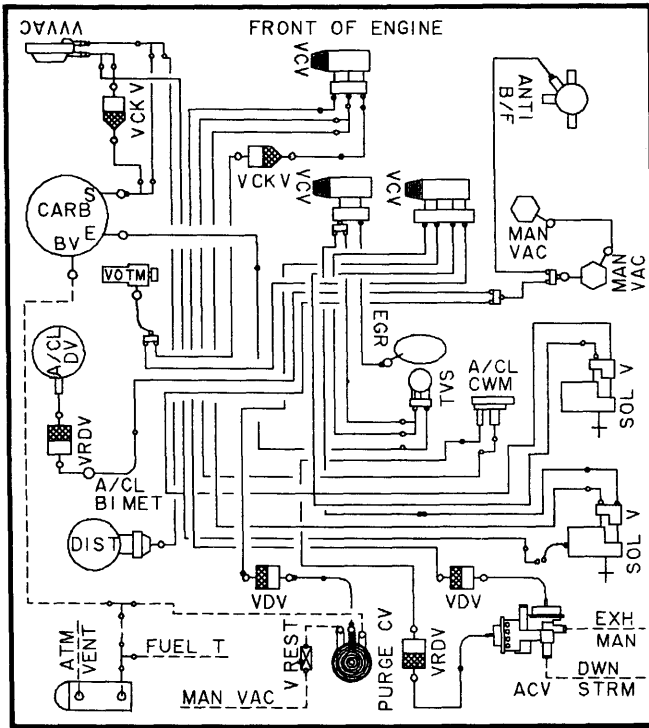


Fig. 5 Calibration 1-3C-R12; 1.6L; Federal (Escort)

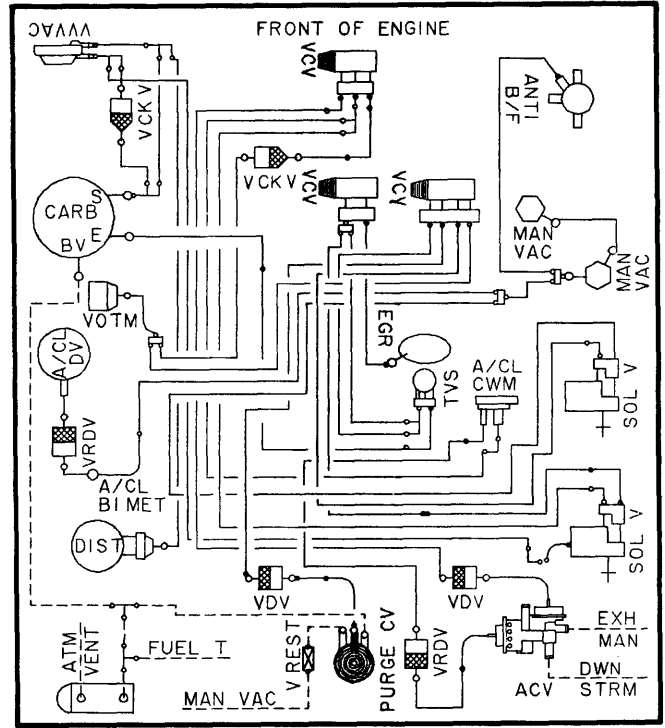


Fig. 6 Calibration 1-3C-R10, 1-3C-R13; 1.6L; Federal (Escort)

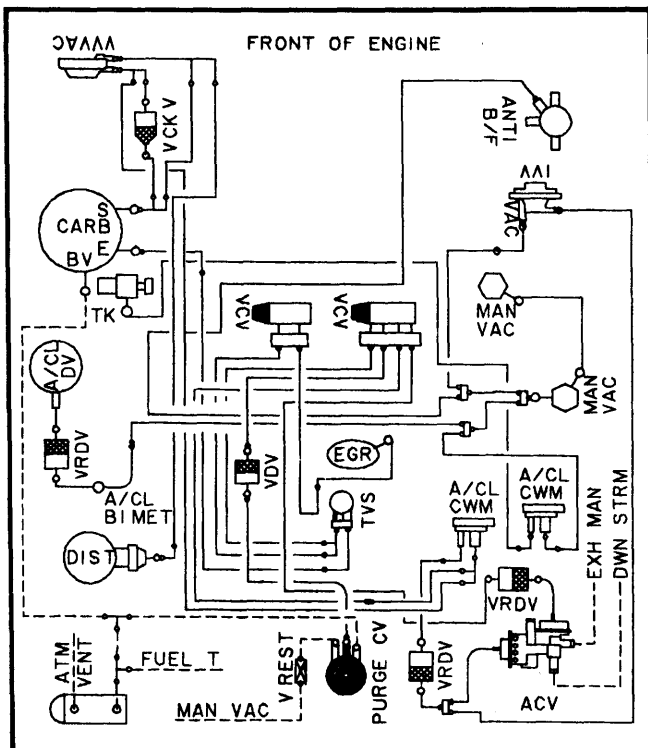


Fig. 7 Calibration 1-3D-R10; 1.6L; Federal (Escort)

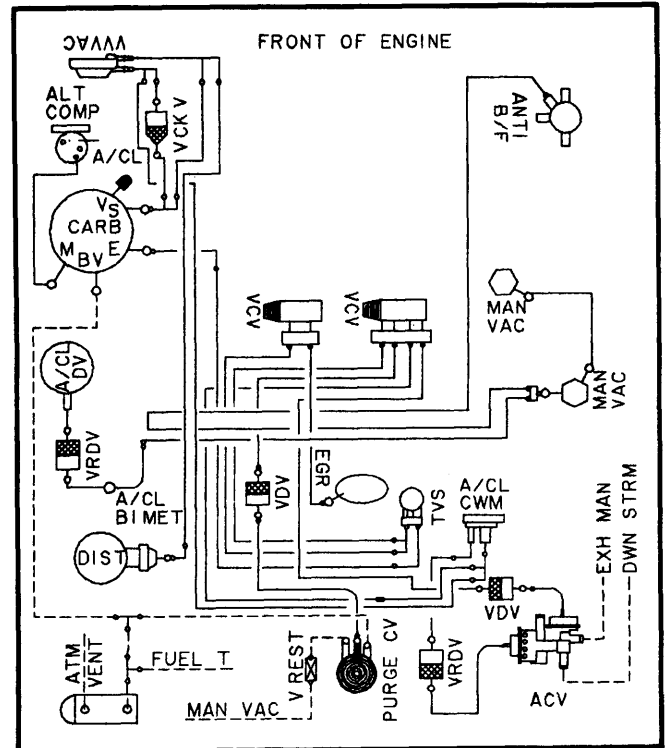


Fig. 8 Calibration 1-3W-R0; 1.6L; Hi. Alt. (Escort)

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1981 FORD MOTOR CO. VACUUM DIAGRAMS (Cont.)

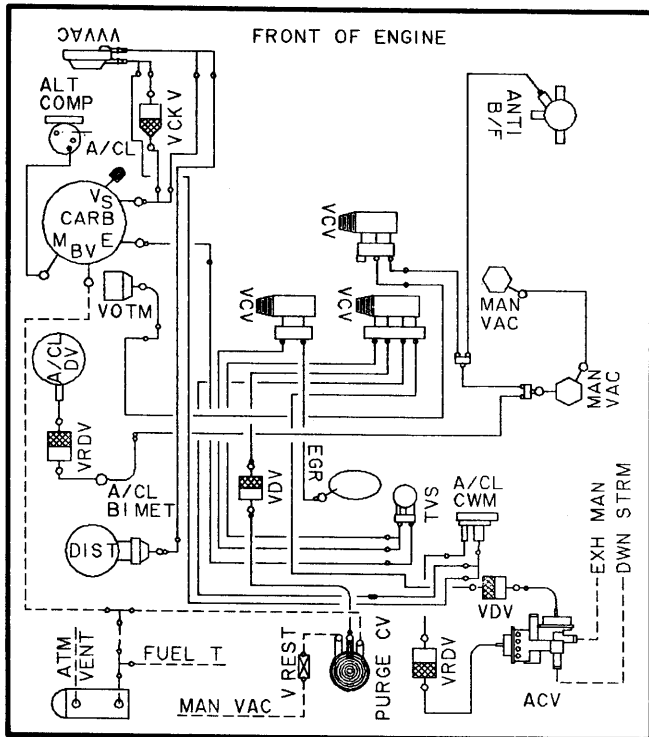


Fig. 9 Calibration 1-3W-R10; 1.6L; Hi. Alt. (Escort)

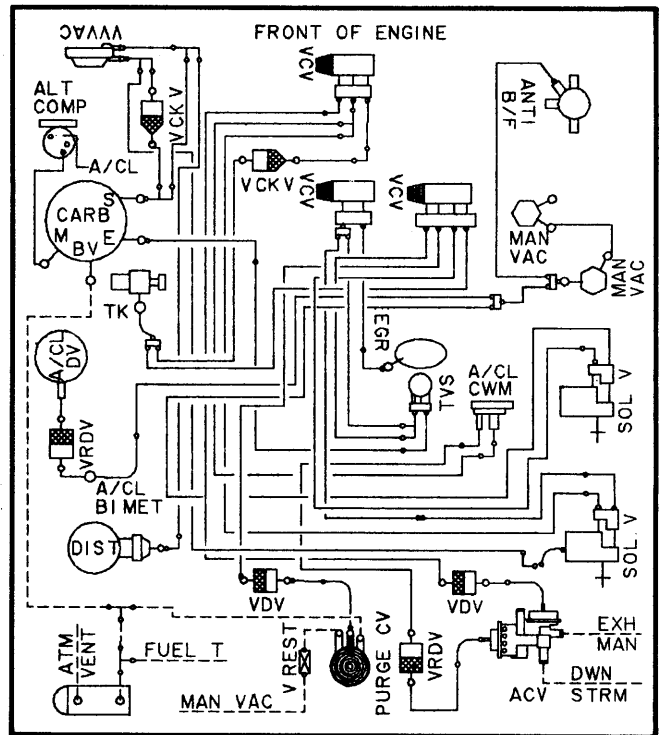


Fig. 10 Calibration 1-3X-R0; 1.6L; Hi. Alt. (Escort)

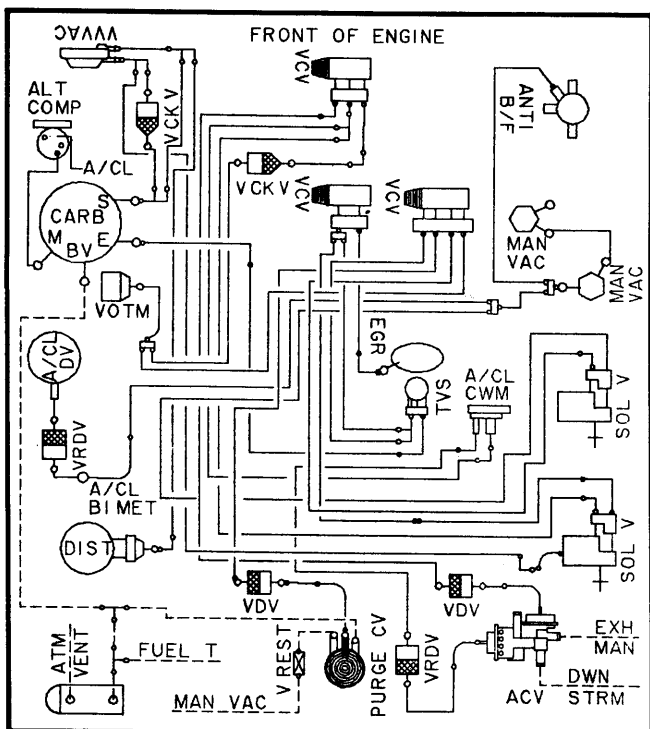


Fig. 11 Calibration 1-3X-R10; 1.6L; Hi. Alt. (Escort)

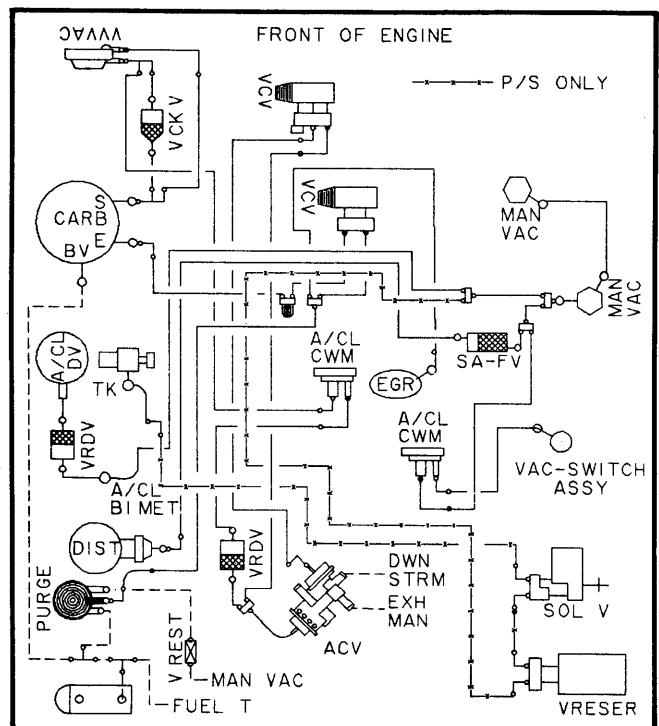


Fig. 12 Calibration 1-4A-R12; 1.6L; Federal (Escort)

1981 FORD MOTOR CO. VACUUM DIAGRAMS (Cont.)

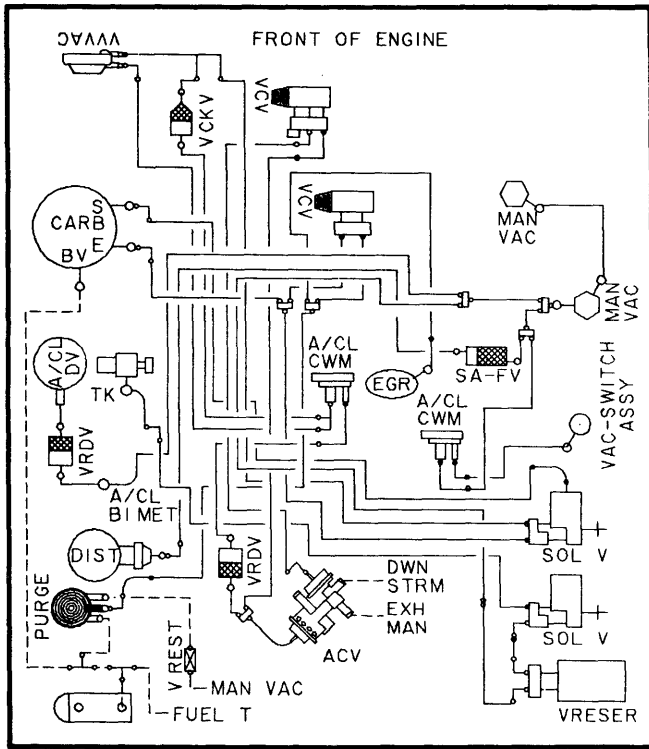


Fig. 13 Calibration 1-4C-R10; 1.6L; Federal (Escort)

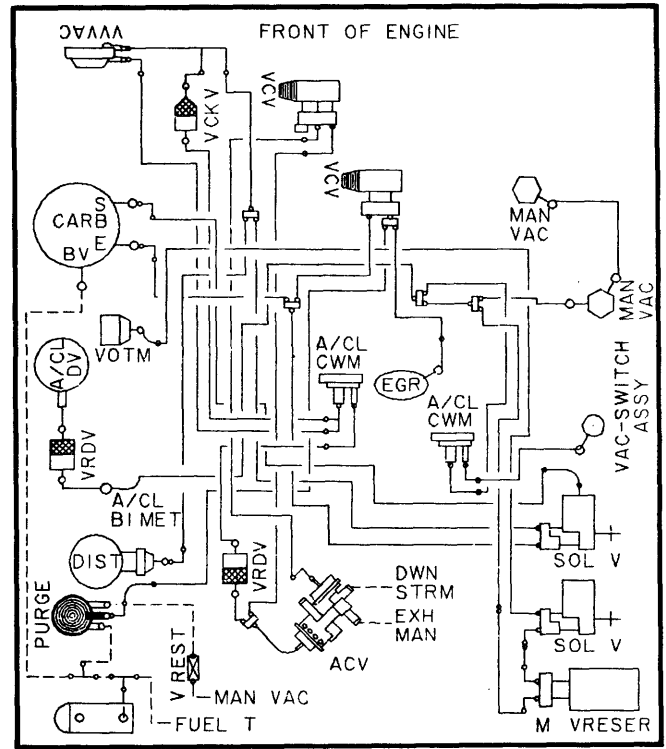


Fig. 14 Calibration 1-4C-R13; 1.6L; Federal (Escort W/A/C)

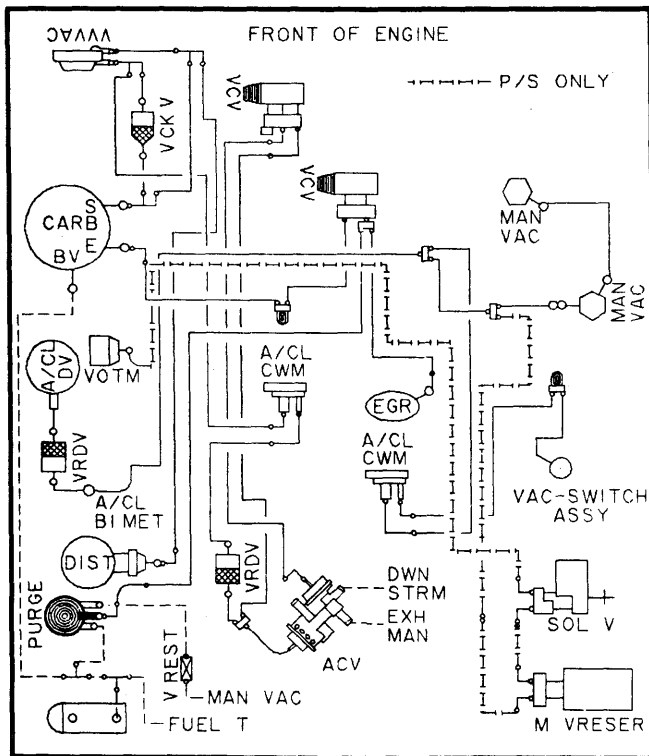


Fig. 15 Calibration 1-4C-R13; 1.6L; Federal (Escort W/out A/C)

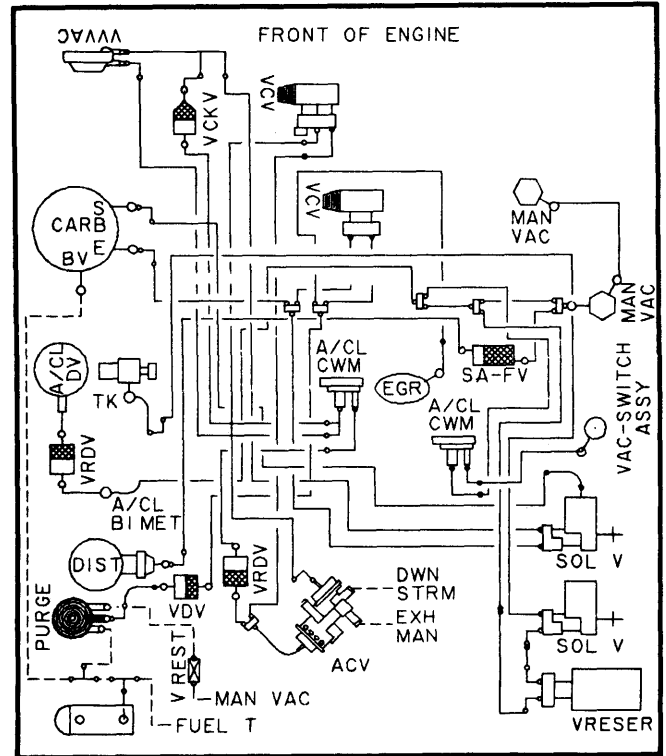


Fig. 16 Calibration 1-4Q-R1; 1.6L; Calif. (Escort W/A/C)

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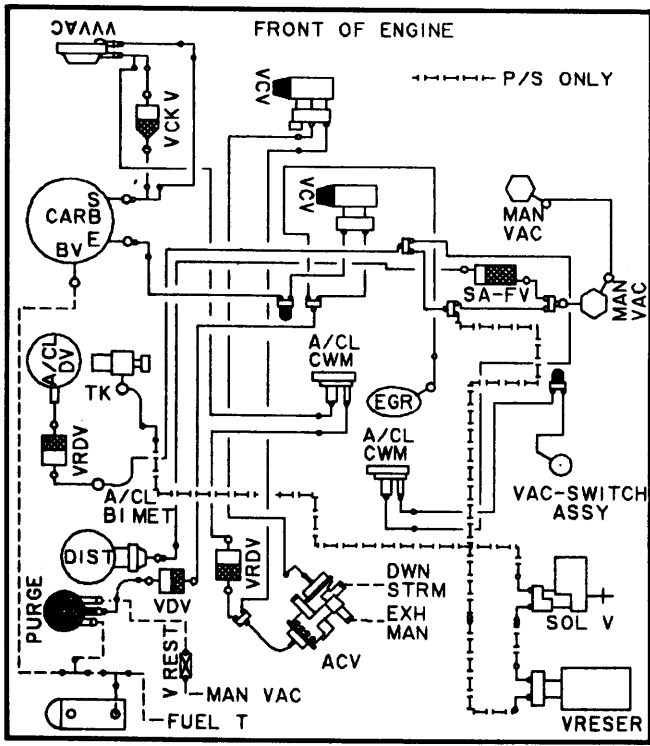


Fig. 17 Calibration 1-4Q-R1; 1.6L; Calif. (Escort W/out A/C)

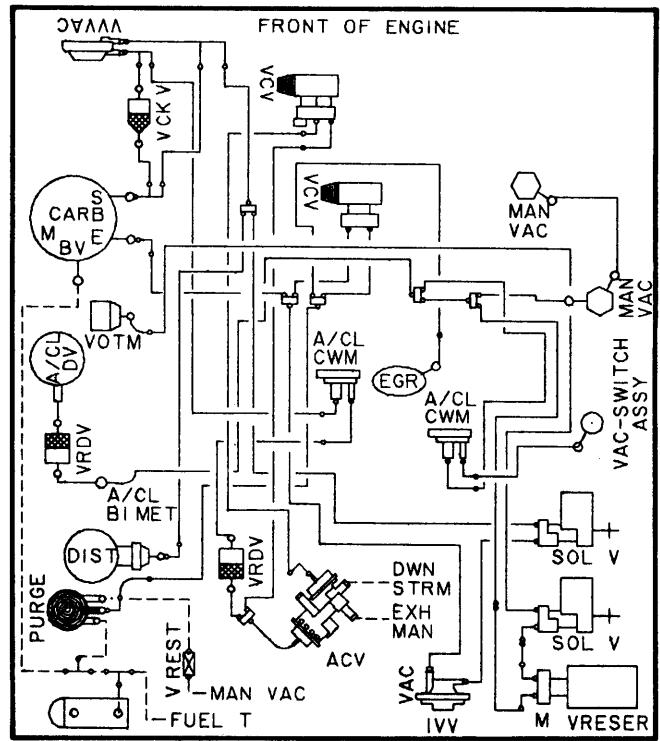


Fig. 18 Calibration 1-4Q-R11; 1.6L; Calif. (Escort W/A/C)

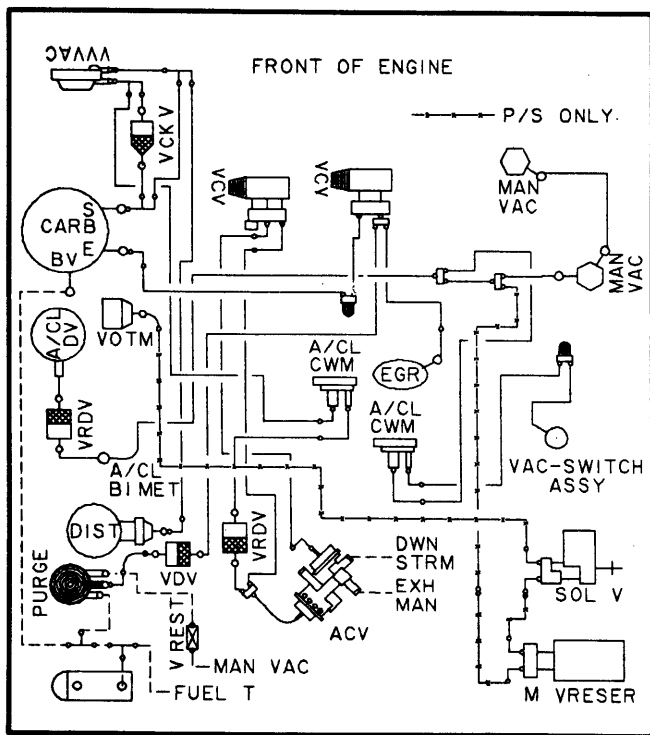


Fig. 19 Calibration 1-4Q-R11; 1.6L; Calif. (Escort W/out A/C)

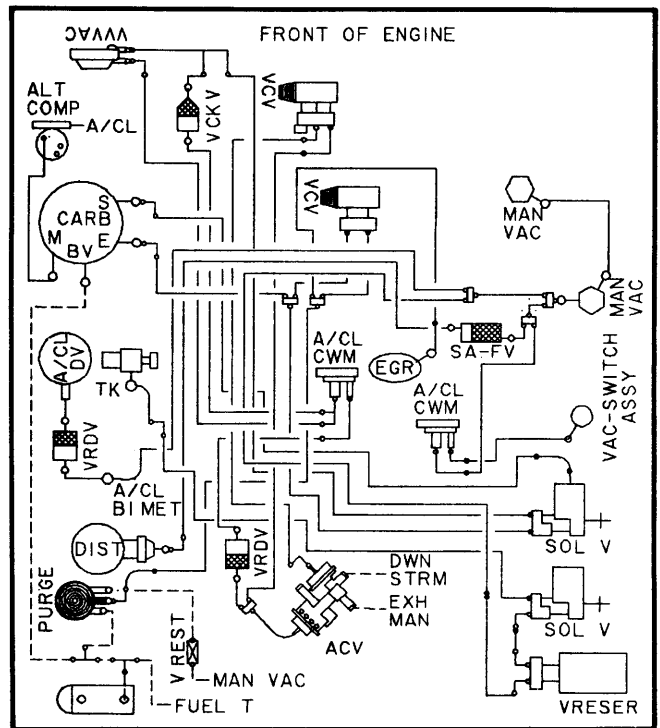


Fig. 20 Calibration 1-4X-R10; 1.6L; Hi. Alt. (Escort)

1981 FORD MOTOR CO. VACUUM DIAGRAMS (Cont.)

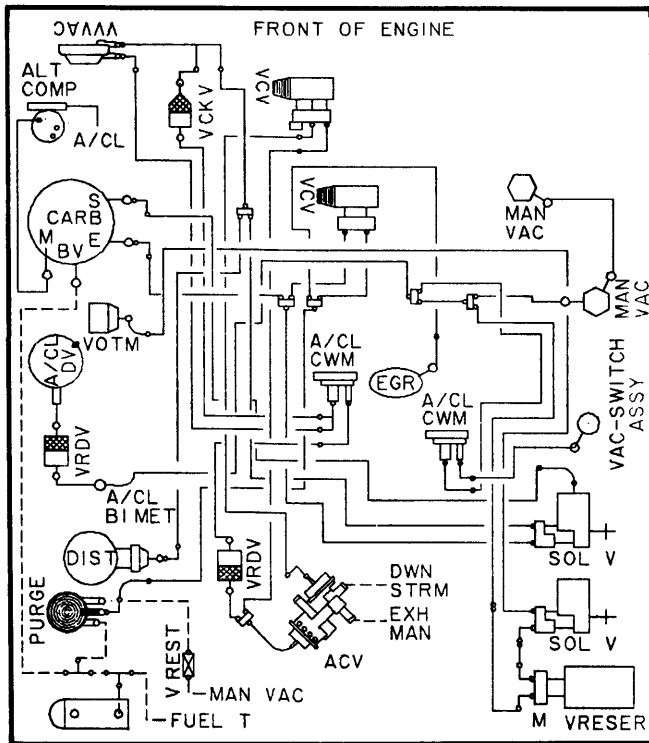


Fig. 21 Calibration 1-4X-R13; 1.6L; Hi. Alt. (Escort W/A/C)

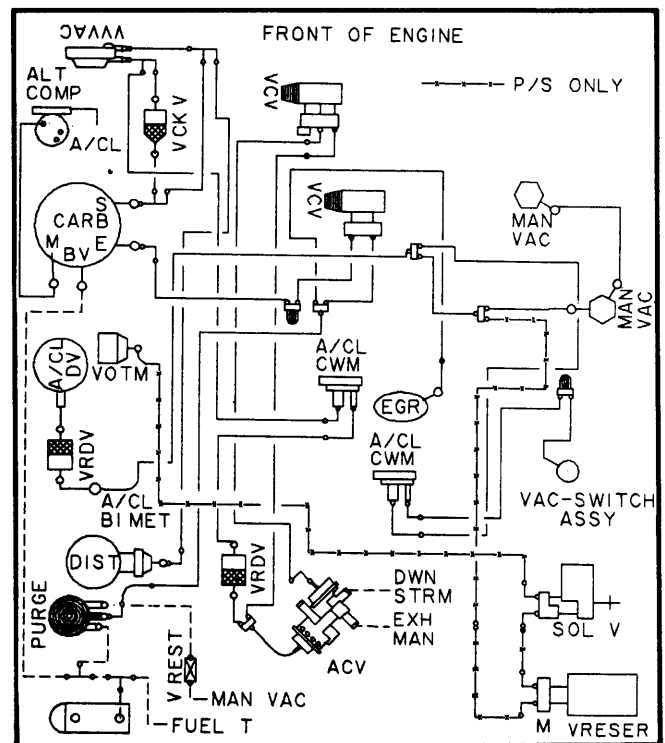


Fig. 22 Calibration 1-4X-R13; 1.6L; Hi. Alt. (Escort W/out A/C)

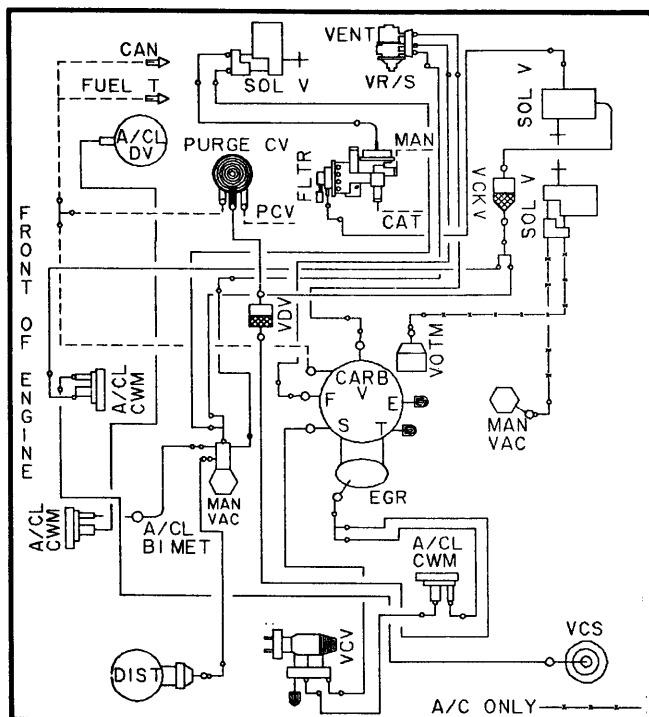


Fig. 23 Calibration 1-5Q-R0, 1-6N-R0, 1-6V-R0, 1-6V-R12; 2.3L; Federal (Fairmont, Granada and Mustang)

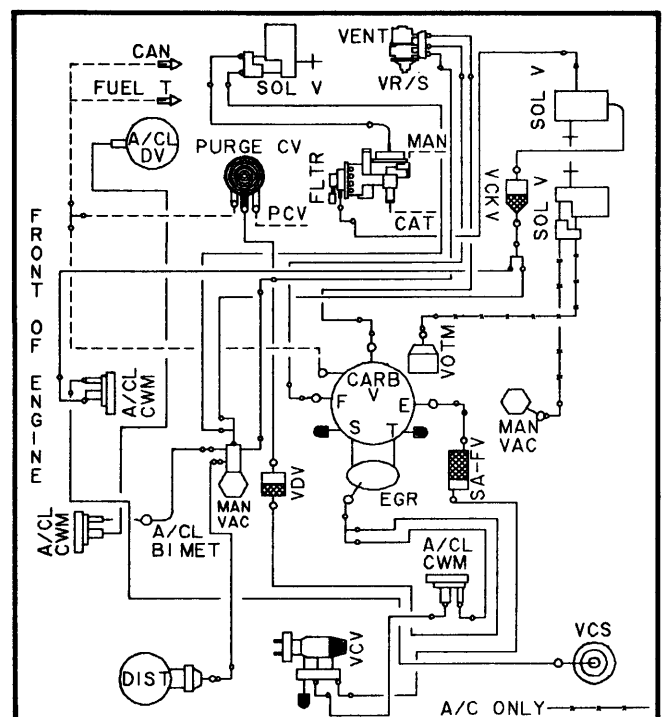


Fig. 24 Calibration 1-5Q-R10; 2.3L; Federal (Fairmont, Granada and Mustang)

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1981 FORD MOTOR CO. VACUUM DIAGRAMS (Cont.)

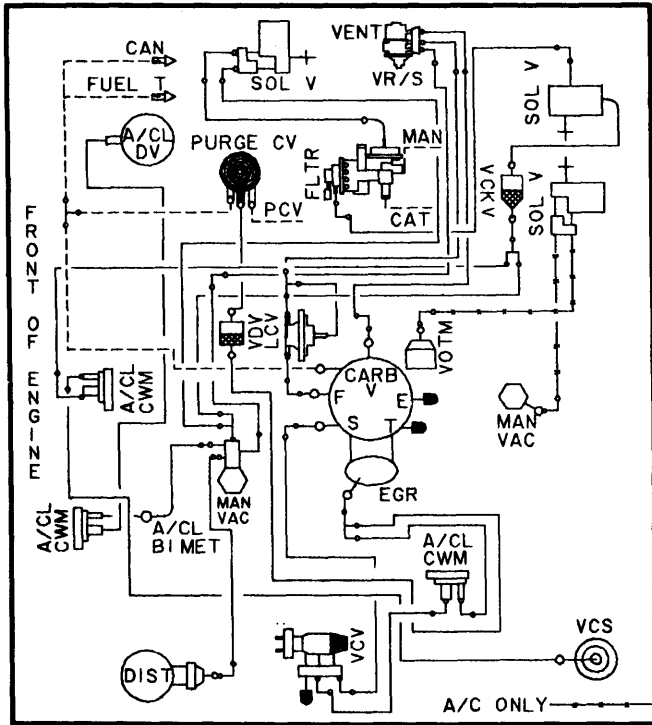


Fig. 25 Calibration 1-5R-R10; 2.3L; Federal (Mustang)

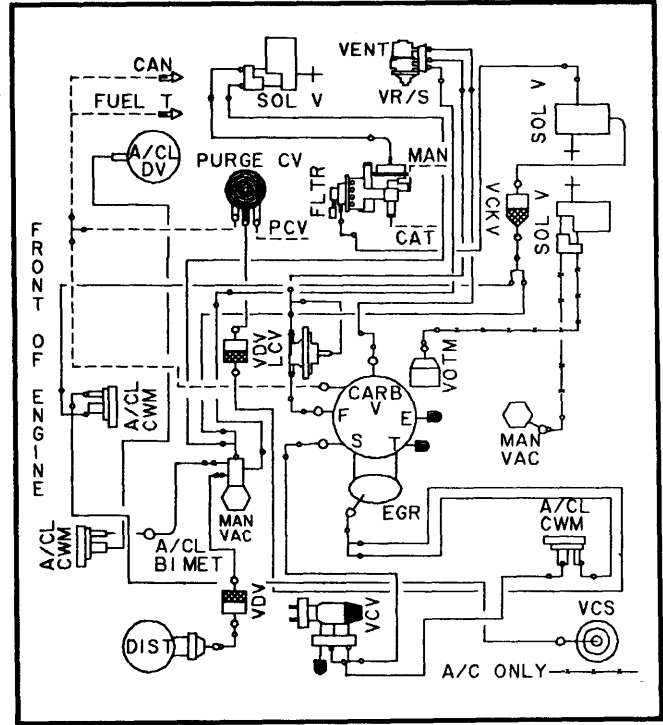


Fig. 26 Calibration 1-5R-R11; 2.3L; Calif. (Mustang)

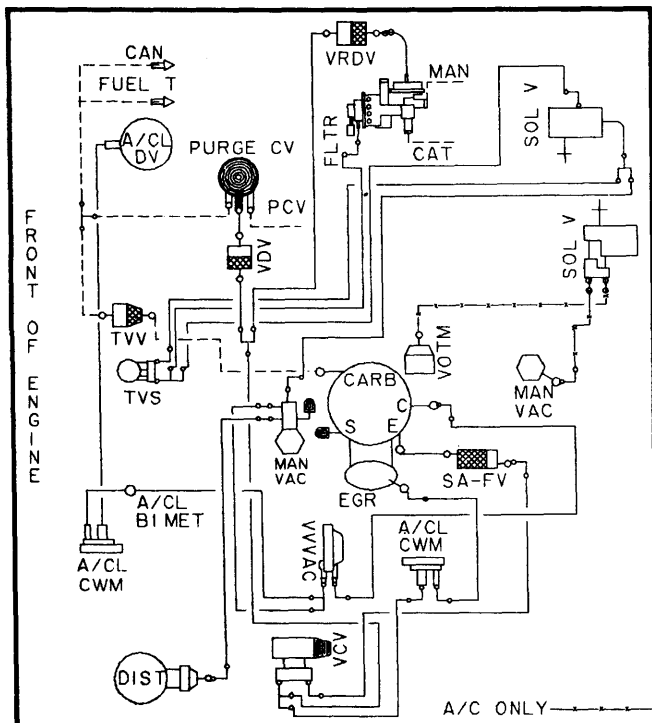


Fig. 27 Calibration 1-6A-R10; 2.3L; Federal (Mustang)

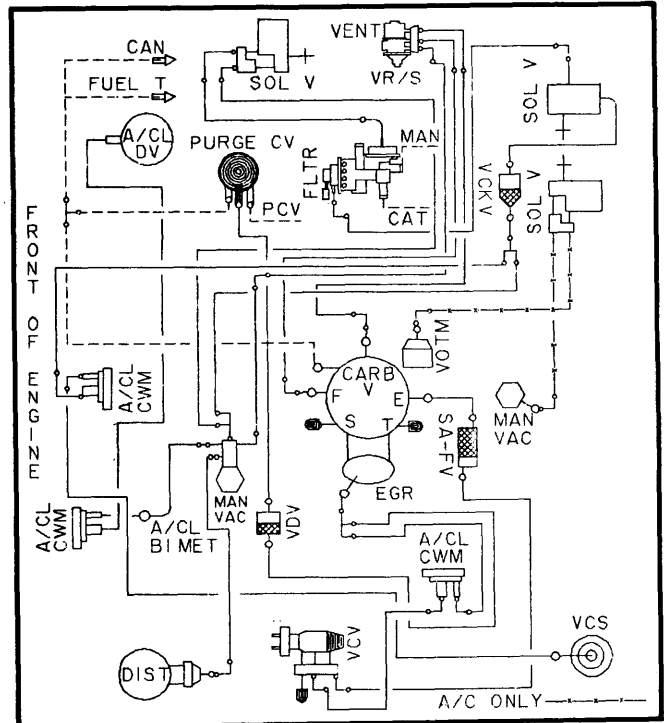


Fig. 28 Calibration 1-6N-R10, 1-6N-R12; 2.3L; Federal (Fairmont, Granada and Mustang)

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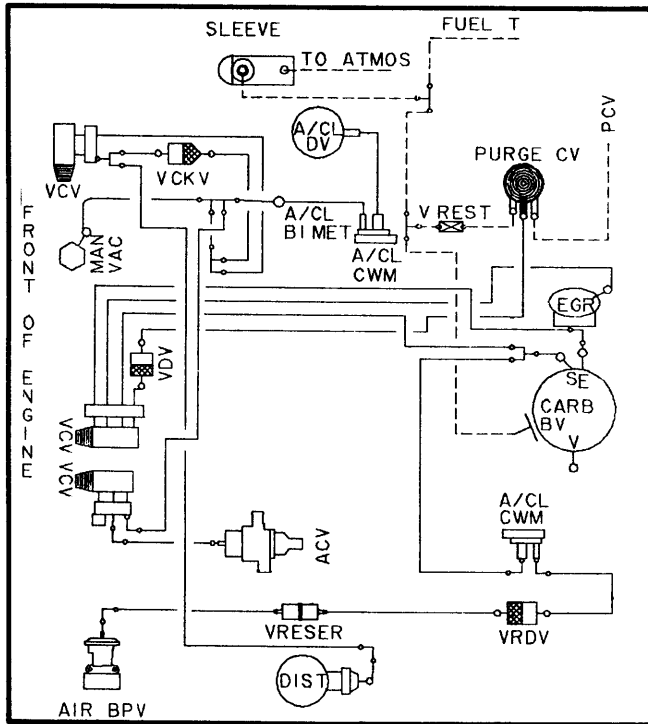


Fig. 29 Calibration 1-11F-R0; 3.3L; Federal (Mustang)

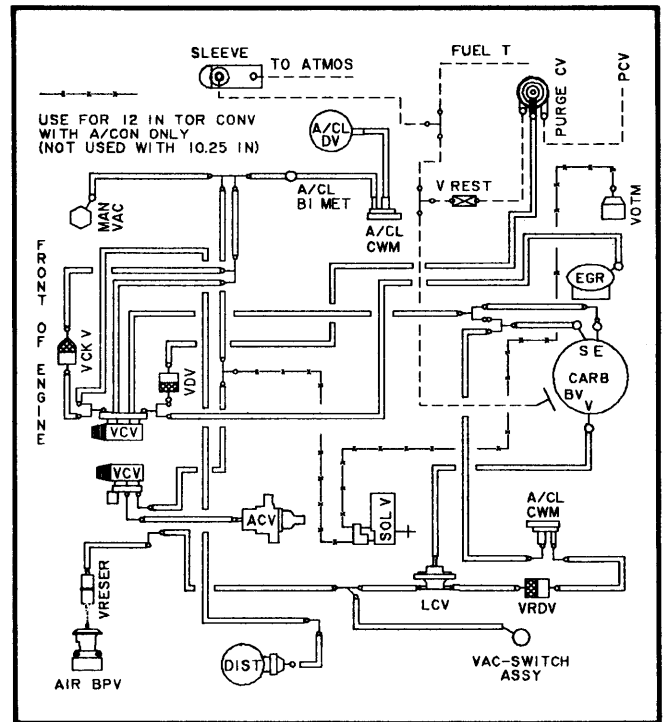


Fig. 30 Calibration 1-12B-R0; 3.3L; Federal (Mustang)

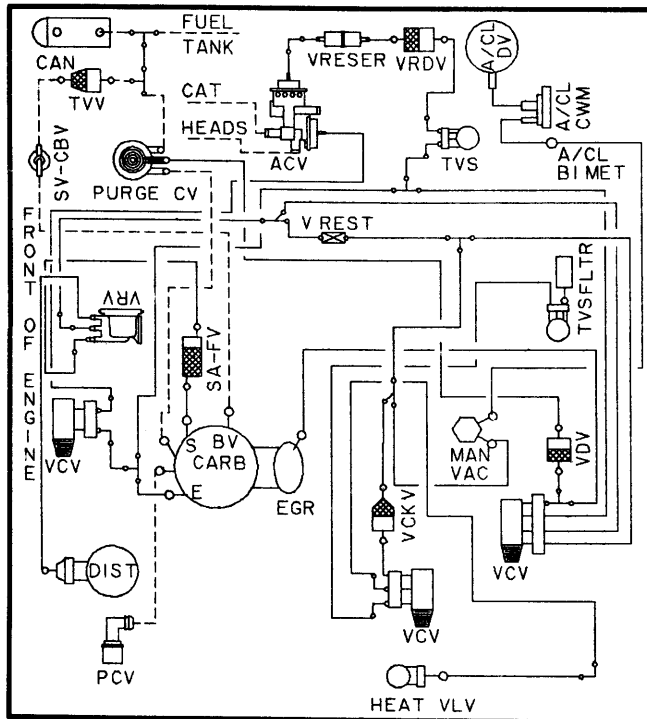


Fig. 31 Calibration 1-18B-R1, 1-18F-R1; 4.2L; Federal (Fairmont, Granada, Mustang and Thunderbird)

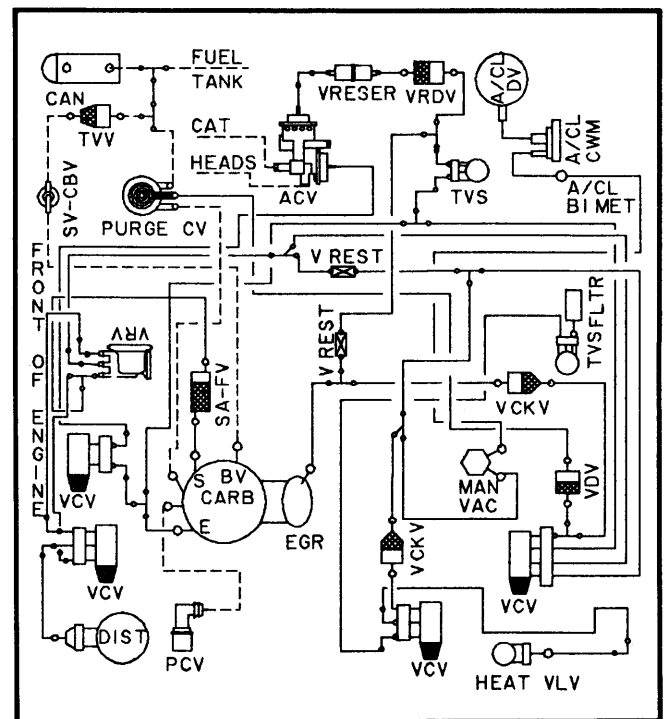


Fig. 32 Calibration 1-18C-R11; 4.2L; Federal (Fairmont and Granada)

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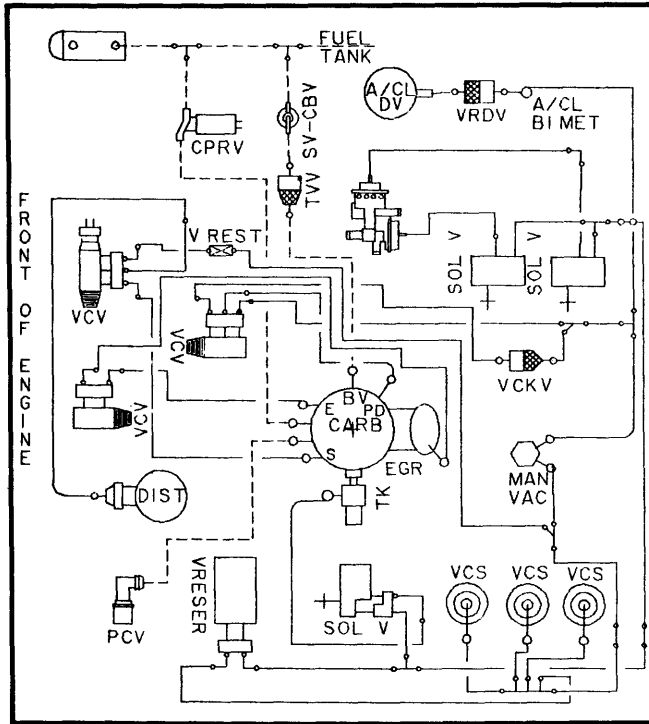


Fig. 37 Calibration 1-18N-R0, 1-18R-R0; 4.2L; Calif. (Fairmont, Granada and Thunderbird)

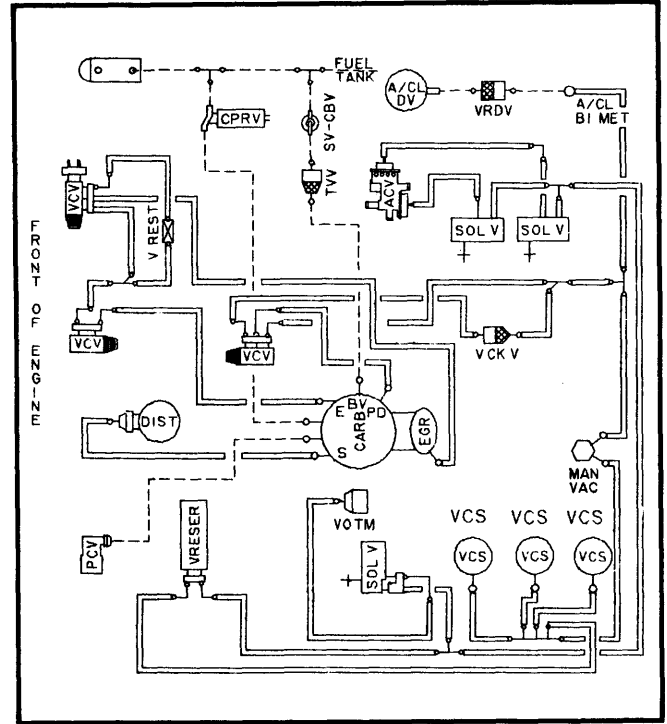


Fig. 38 Calibration 1-18T-R0; 4.2L; Calif. (Thunderbird)

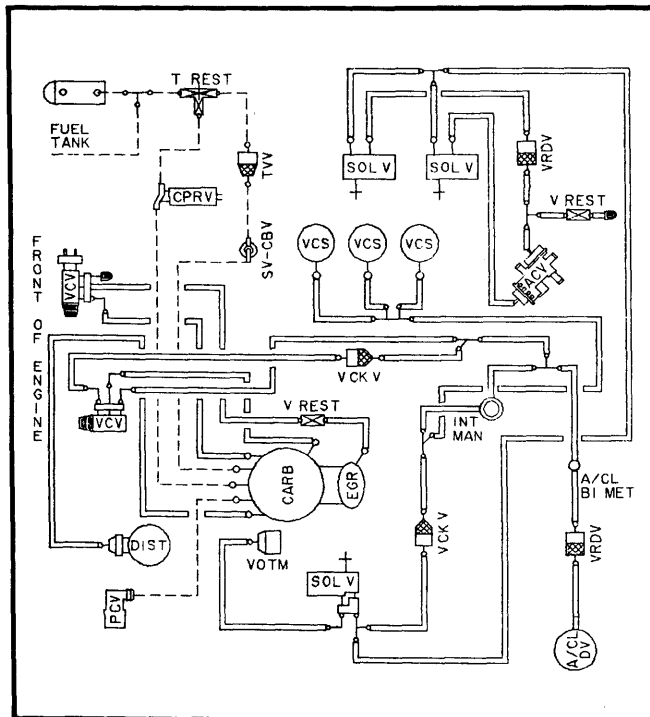


Fig. 39 Calibration 1-18U-R0; 4.2L; Calif. (Fairmont)

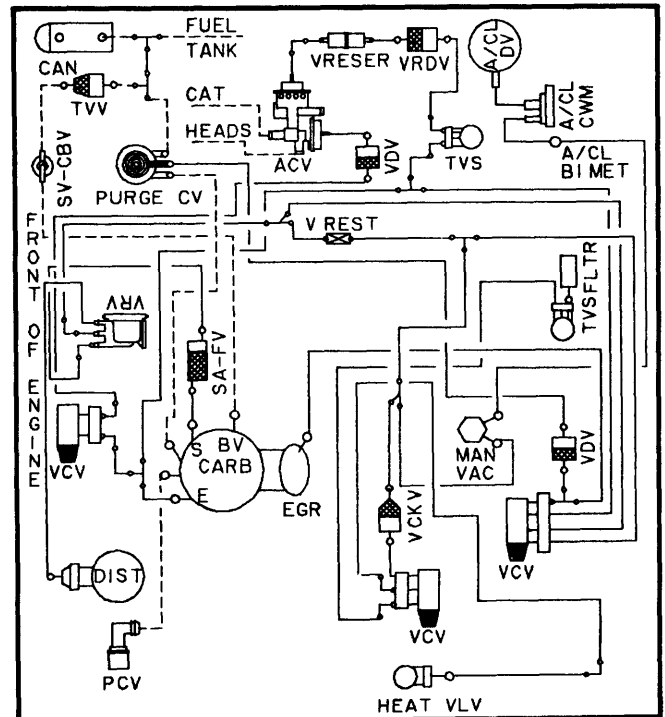


Fig. 40 Calibration 1-18X-R0; 4.2L; Hi. Alt. (Fairmont and Granada)

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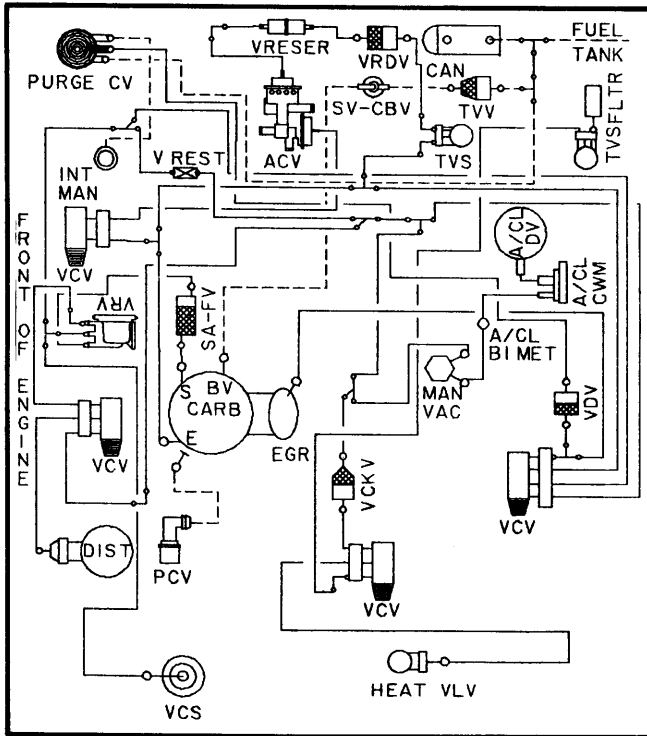


Fig. 45 Calibration 1-20G-R1; 5.0L; Federal (Thunderbird)

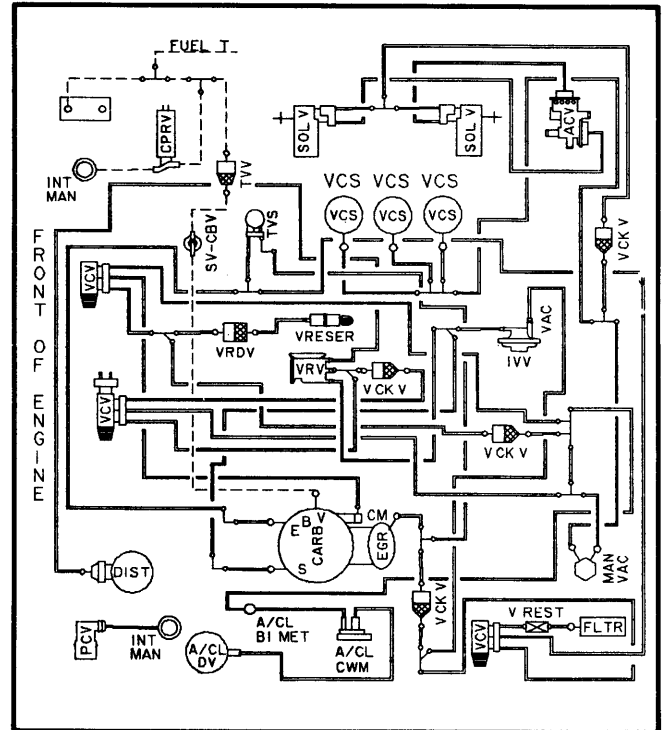


Fig. 46 Calibration 1-20N-R10; 5.0L; Calif. (Fairmont)

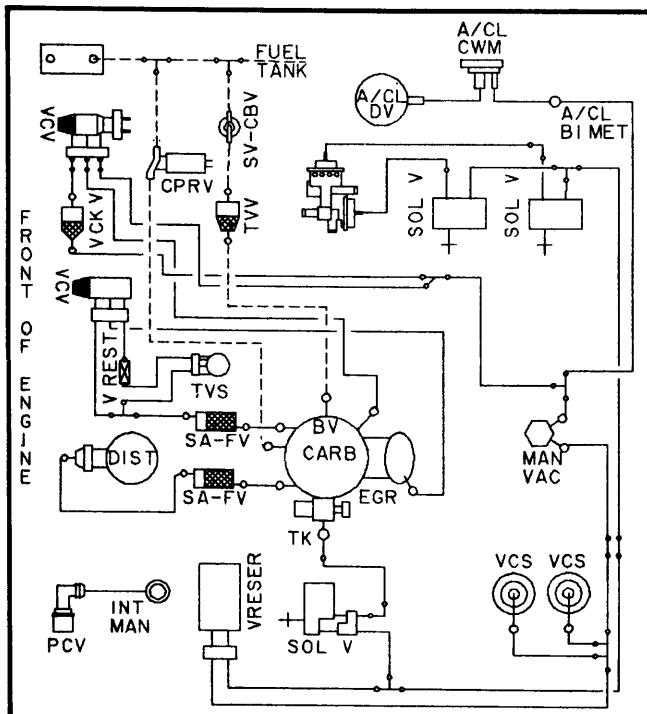


Fig. 47 Calibration 1-20T-R0; 5.0L; Calif. (Thunderbird)

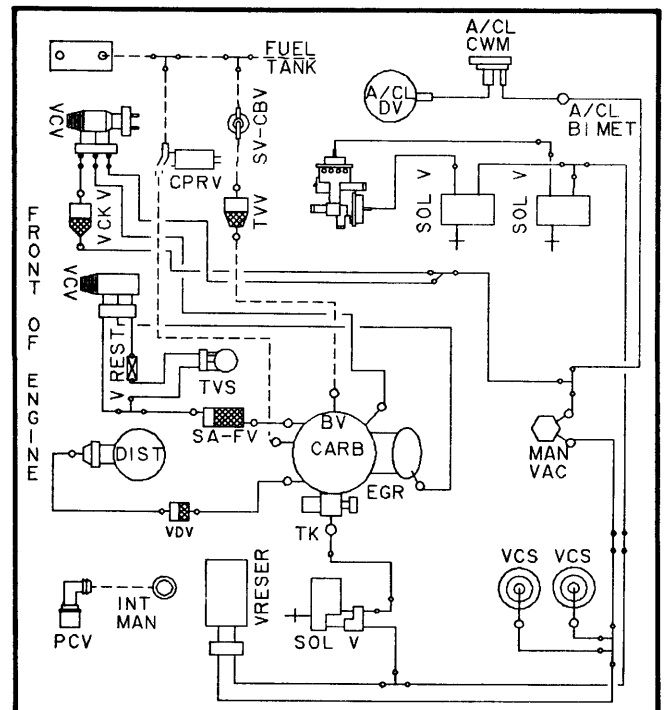


Fig. 48 Calibration 1-20T-R11; 5.0L; Calif. (Thunderbird)

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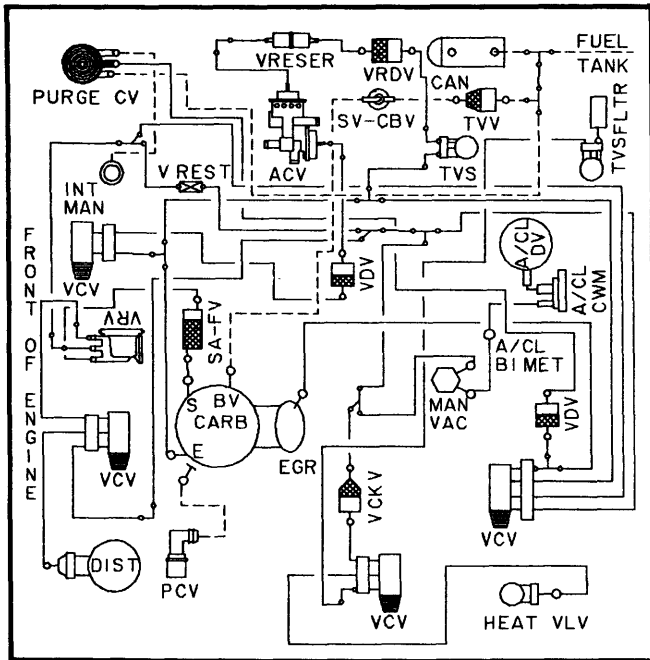


Fig. 49 Calibration 1-20Z-R0; 5.0L; Hi. Alt. (Thunderbird)

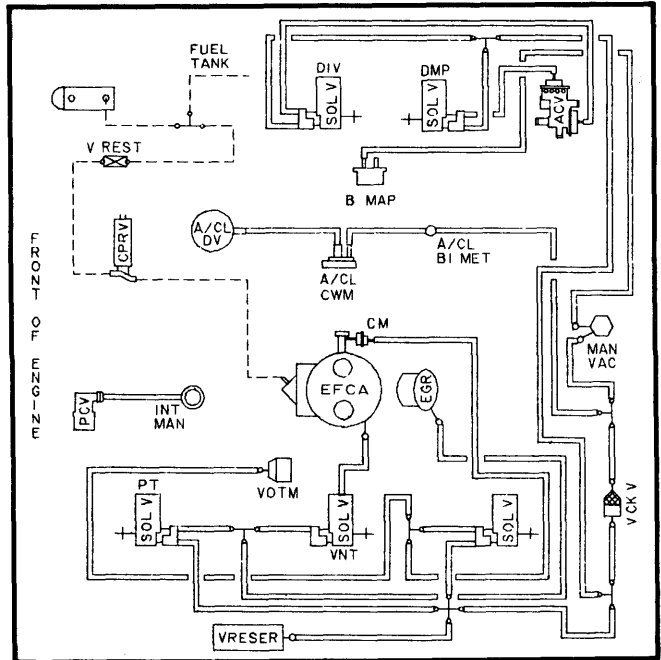


Fig. 50 Calibration 1-22B-R0, 1-22P-R0; 5.0L; Federal (Lincoln)

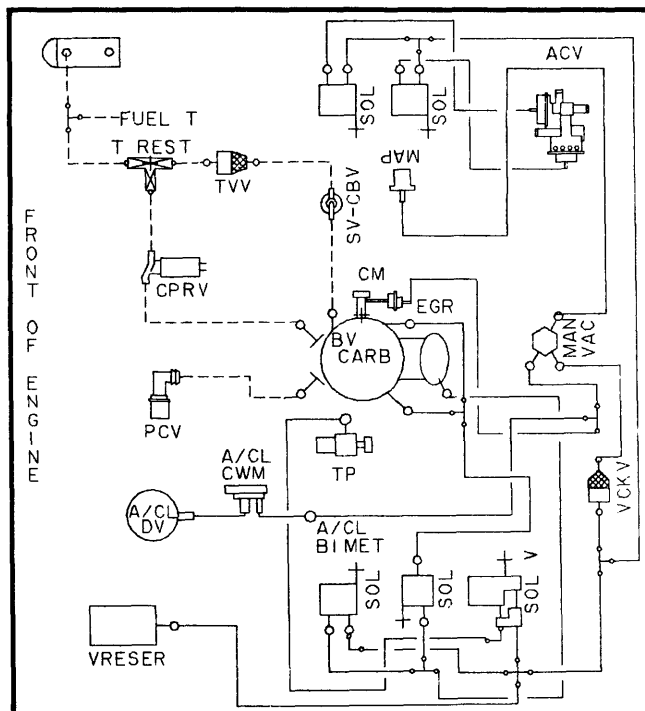


Fig. 51 Calibration 1-24R-R0; 5.8L; Calif. (Fairmont)