1974-79 EXHAUST EMISSION SYSTEMS
Ford Motor Co. Exhaust Heat Control Valve

1975-78 Capri, Capri II

DESCRIPTION

Vacuum operated exhaust heat control valves are used on 2800 cc engines. Unit consists of a housing and butterfly valve controlled by a vacuum motor. Exhaust heat control valve is installed between exhaust pipe and exhaust manifold. The system also incorporates a Ported Vacuum Switch (PVS) and an intake manifold vacuum tap to control when and how long exhaust heat control valve operates.

OPERATION

On cold engine starts, manifold vacuum is directed to exhaust heat control valve through the top two ports of the PVS, closing valve against the spring in vacuum motor. When engine coolant reaches a specified temperature, the PVS shuts off vacuum supply and vents exhaust heat control valve vacuum motor to atmosphere. This allows the spring in the vacuum motor to open the exhaust pipe butterfly valve.

PVS IDENTIFICATION

Body Color	Opening Temp. °F (°C)
Black	92-98 (33-37)
Blue	125-131 (52-55)
Purple	157-163 (69-73)

TESTING

EXHAUST HEAT CONTROL VALVE

1) Visually inspect valve for damage, repair or replace as necessary. Check that vacuum source is working. If a vacuum check valve is used, it must be checked for proper operation.
2) Using a hand-held vacuum pump, apply vacuum to exhaust heat control valve vacuum motor and hold for one minute. Butterfly valve must start to close at 3.-6 in. Hg and be completely closed at 10 in. Hg.
3) Vacuum motor must not leak more than 2 in. Hg of vacuum when 15 in. Hg of vacuum is applied. Butterfly valve must return to full open position when vacuum is released.

NOTE: The butterfly valve is considered closed when shaft lever comes within .065" (1.7 mm) of stop.

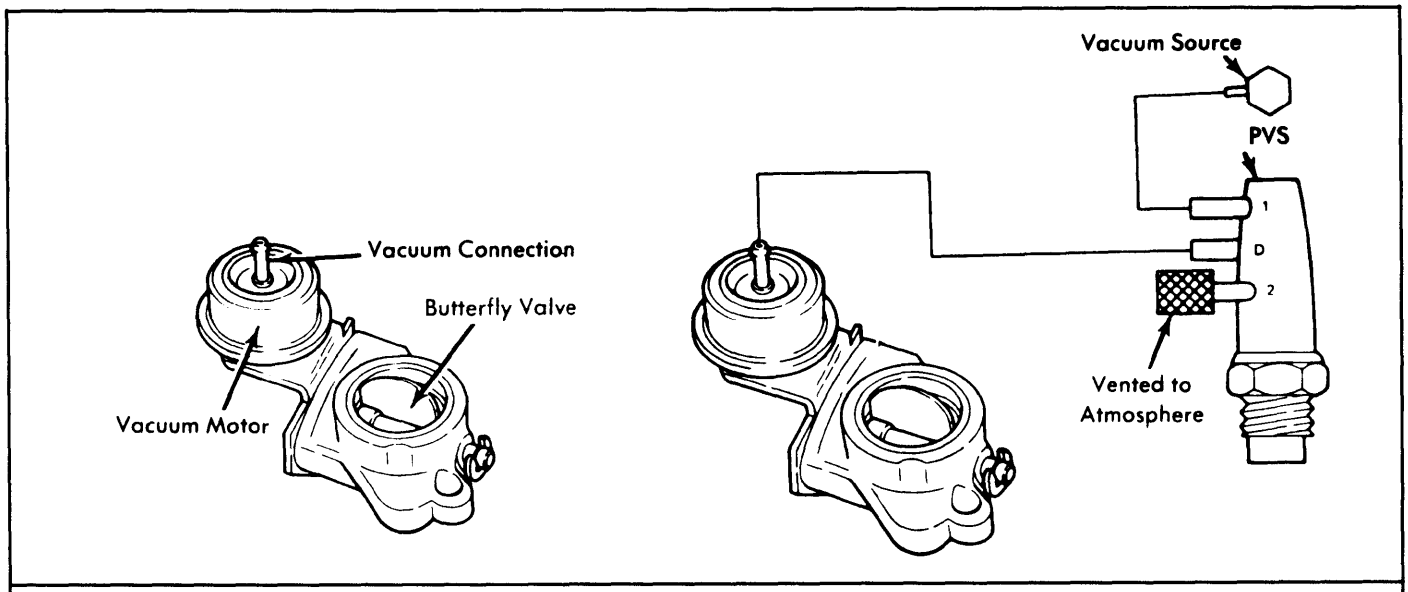

Fig. 1: Exhaust Heat Control Valve System