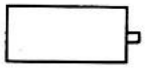
HOW TO USE THE VACUUM DIAGRAMS

IF IT IS A FORD CAR LINE VACUUM SYSTEM, THE TECHNICIAN WILL FIND A PAGE FOR THE TOTAL SCHEMATIC SYSTEM AS WELL AS A LISTING FOR A SCHEMATIC AND PICTORIAL OF EACH SUBSYSTEM ON EACH SECTION INDEX PAGE. IT IS RECOMMENDED THAT THE TECHNICIAN FIRST TURN TO THE TOTAL SYSTEMS SCHEMATIC TO DETERMINE IF THERE ARE ANY BRANCH SYSTEMS OPERATING FROM THE SAME SOURCE. THIS WILL ASSIST IN LOCATING SYSTEM TROUBLES. HE WILL THEN BE ABLE TO TURN TO A PAGE TO FIND DETAILED INFORMATION ON A PARTICULAR SYSTEM. IN TRACING VACUUM SYSTEMS, IT IS RECOMMENDED THAT A CIRCUIT BE TRACED FROM ITS CONTROL UNIT TO ITS SOURCE OF VACUUM, AND THEN FROM THE CONTROL UNIT TO THE OPERATING UNIT, NOTING POINTS OF POSSIBLE MALFUNCTION AND ACCESSIBILITY.

THE VACUUM SYMBOLS AND THEIR MEANINGS ARE NOTED ON EACH DIVIDER PAGE TO PROVIDE A CLEAR UNDERSTANDING OF THE DIAGRAMS.

VACUUM

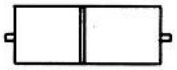
CIRCUIT SYMBOLS



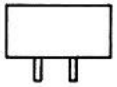
VACUUM MOTOR OR RESERVOIR

INTAKE MANIFOLD FITTING

VACUUM CONTROL



OR



DUAL VACUUM MOTOR

TEE CONNECTOR

4-WAY TEE CONNECTOR

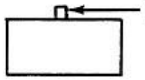
VACUUM DISTRIBUTOR

OR

VACUUM LINE CROSSOVER

CONNECTOR

RESERVOIR AND CHECK VALVE



NIPPLE ON A MOTOR

OR

CAP (NOT OPEN)

GROUP CONNECTOR

HOSE CLAMP

DASH PANEL GROMMET

CHECK VALVE

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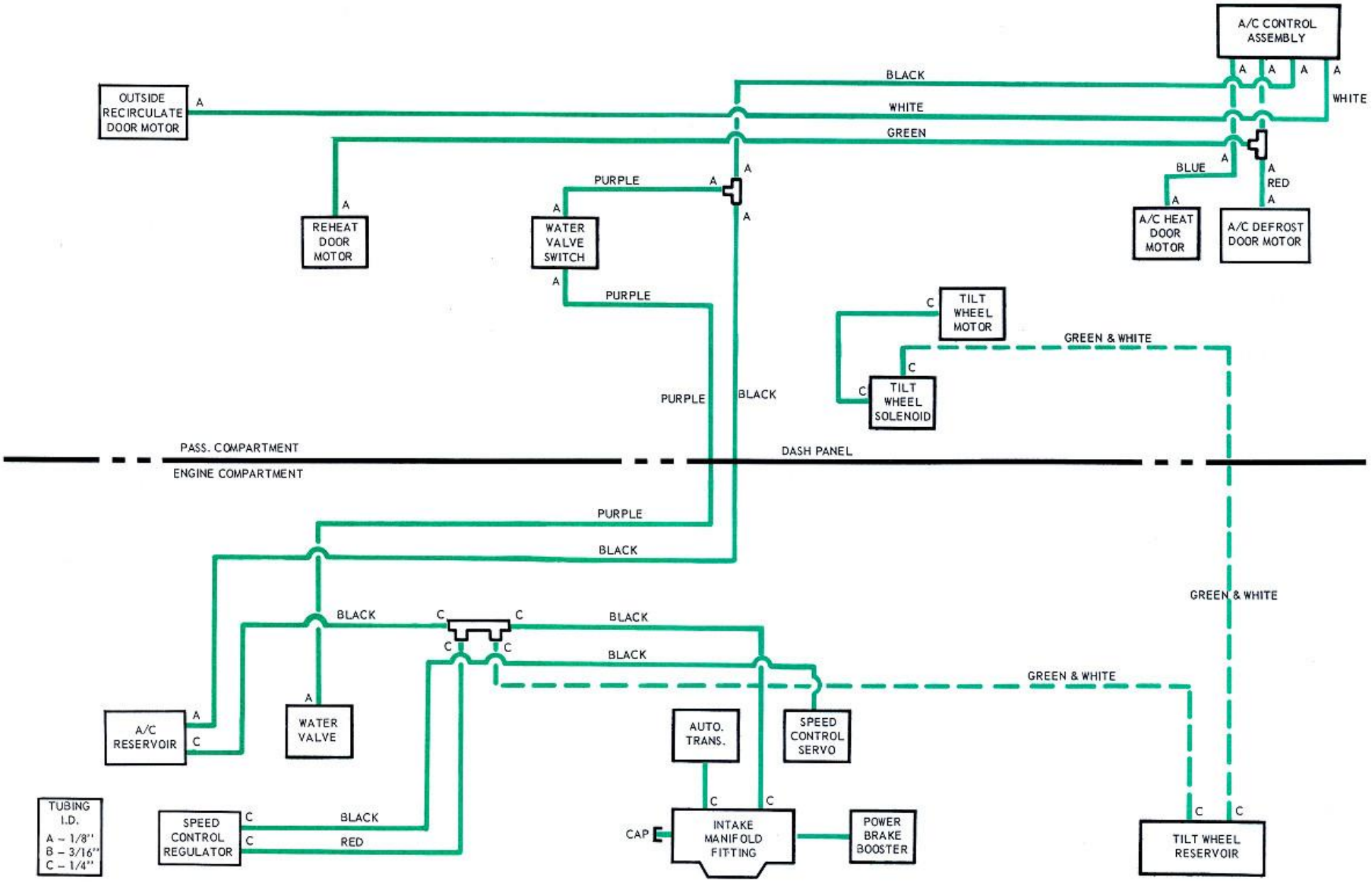
INSTALLATION DRAWING—ENGINE COMPARTMENT V7



1968 MUSTANG TOTAL VACUUM SCHEMATIC

2-V2
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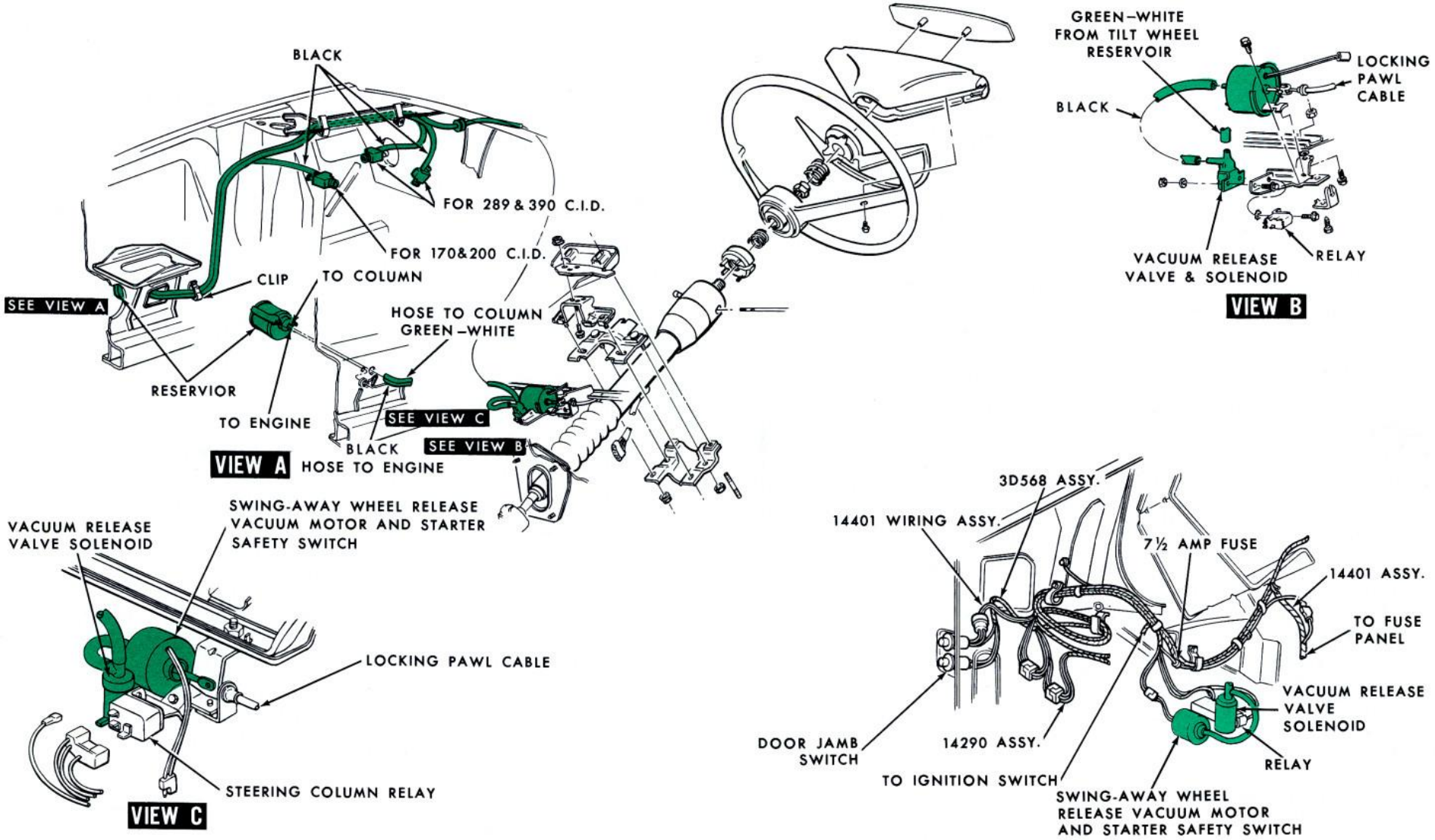


1968 MUSTANG SWING-AWAY STEERING WHEEL ILLUSTRATION

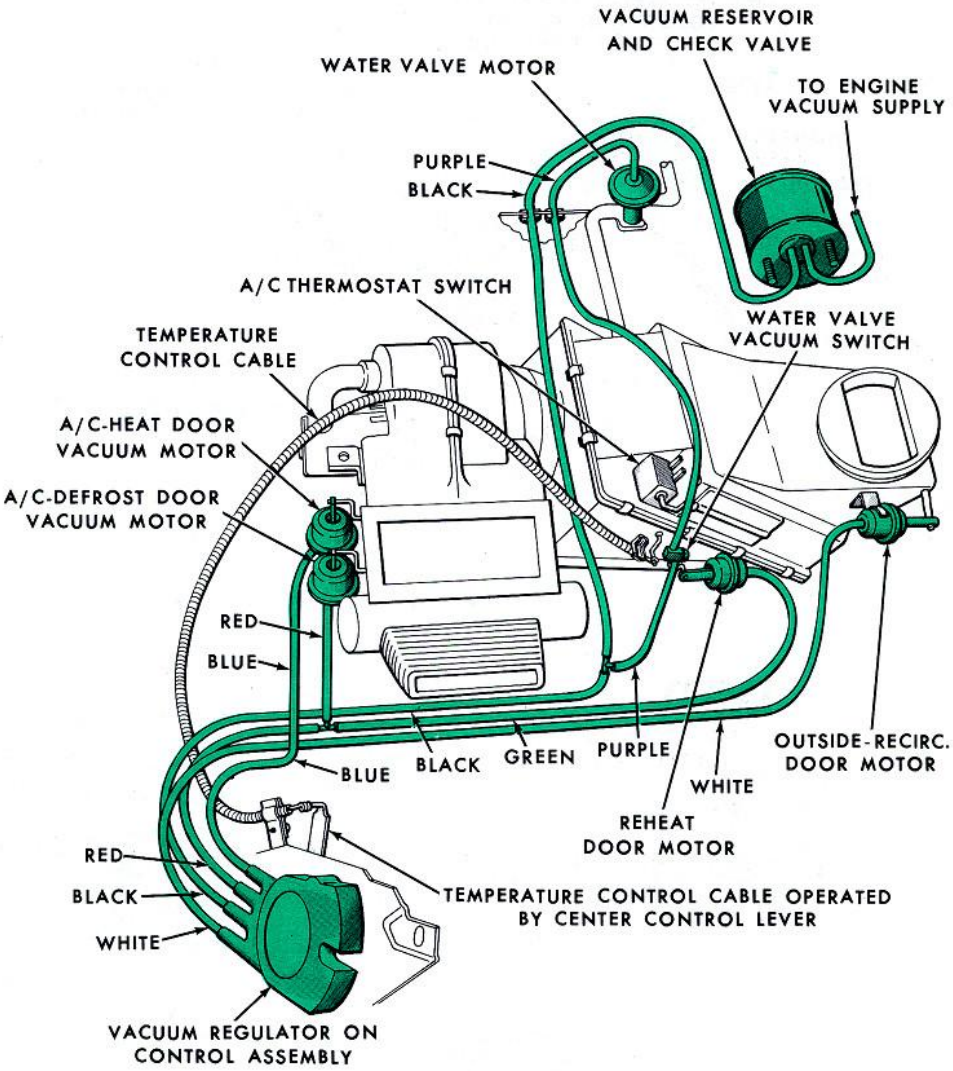
The following table can be used to determine any of the system component conditions for any given control lever position. The vacuum schematic will aid in the diagnosis.

A/C – Heater Control System		Functional Control Lever Position				
		A/C		OFF	HEAT	
		MAX.	FRESH		HEAT	DEFROST
AIR DOORS	Outside Recirc. White	Open to Recirc. V	Open to Outside NV	Open to Recirc. V	Open to Outside NV	
	A/C Heat Blue	A/C Position V		Heat Position NV		A/C Position V
	A/C Defrost Red	A/C Position NV			Defrost Position V	
	Reheat Green	Blend Position (Closed) NV			Heat Position (Open) V	
Clutch Switch		On – (by A/C-Defrost Door Arm)			Off – (by A/C-Defrost Door Arm)	
Blower Switch		Manually On – L-M-H	On – L-M-H Off – Ram Air #	Off On*	On – L-M-H Off – Ram Air	
Water Valve Vacuum Switch Purple	Cool	Open (by Temp. Blend Door Arm)				
	Mod	Sealed (by Temp. Blend Door Arm)				
	Warm					
Water Valve Purple	Cool	Closed V				
	Mod	Open NV				
	Warm					
TEMP. DOOR BOWDEN CABLE CONTROLLED	Cool	All Cold Air Bypasses Heater Core			Outside Air Bypasses Heater Core	
	Mod	Cold Air Passes Thru and Around Heater Core Then Mixed			Outside Air Passes Thru and Around Heater Core Then Mixed	
	Warm	All Cold Air Passes Thru Heater Core			Outside Air Passes Thru Heater Core	

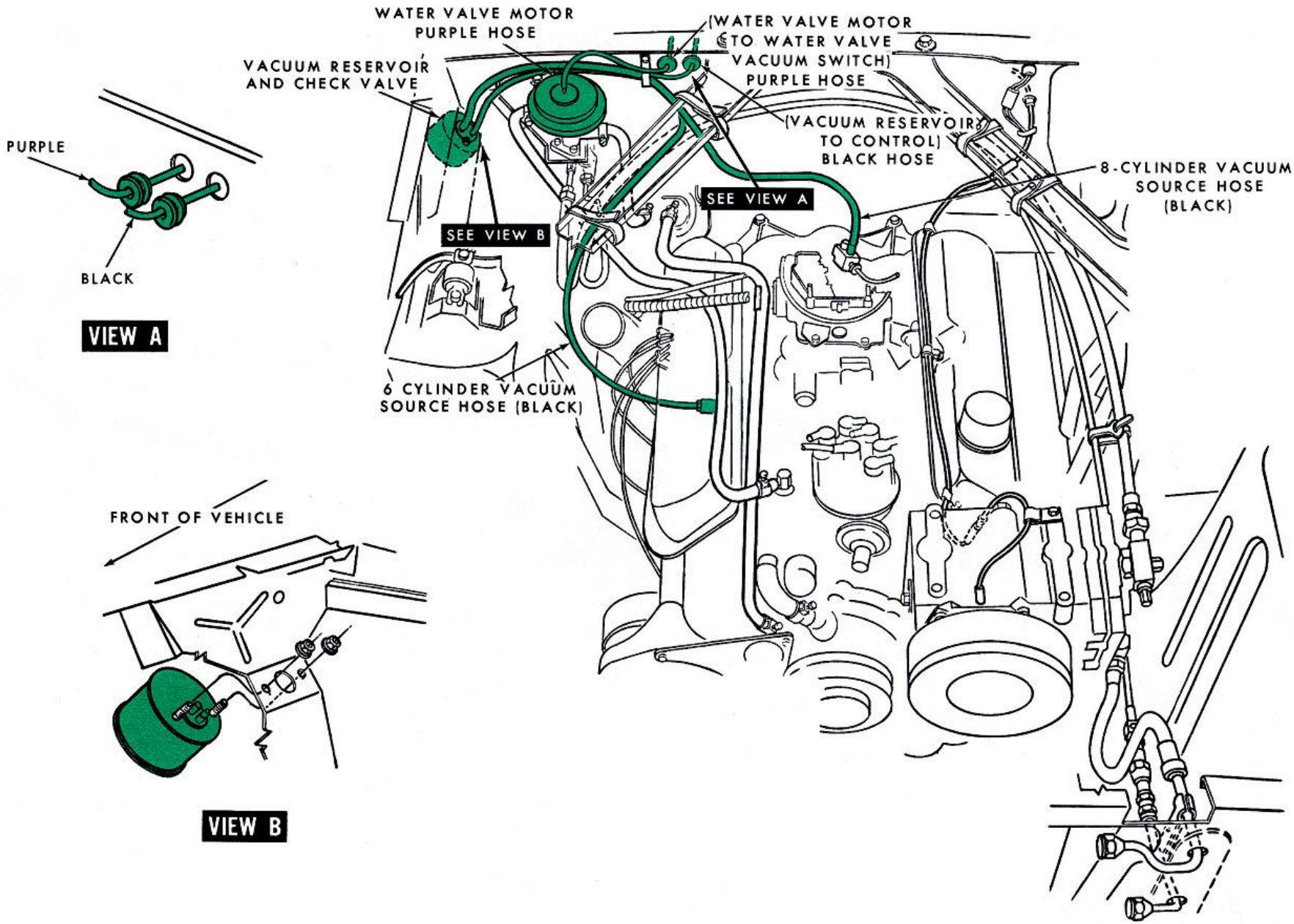
L – Low M – Medium H – High V – Vacuum NV – No Vacuum MOD – Modulated

* Recirculated Air – Not Recommended. Please note that under the conditions specified in the chart in the OFF position and the blower switch is turned on, it is possible to receive cooled air out of the heater duct, depending upon the position of the temperature blend door.

\# Under the conditions specified under the A/C FRESH position and with the blower switch turned off, it is possible to receive outside ram air through the A/C registers. This will be ambient air if the temperature blend door is in the COOL position or partially or fully heated air if the temperature blend door is in the MOD or WARM position.

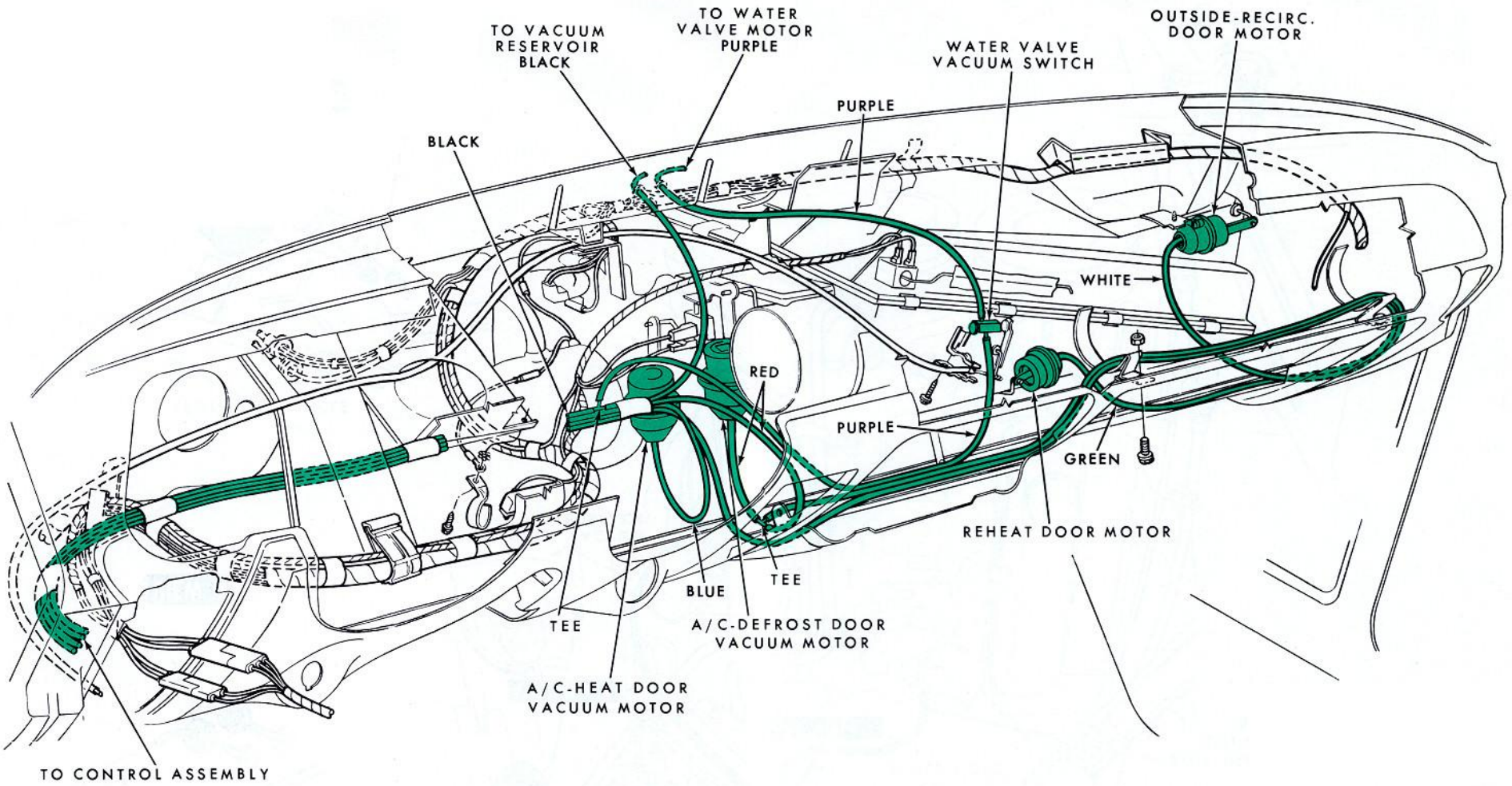


1968 MUSTANG SELECTAIRE AIR CONDITIONER DIAGNOSIS CHART AND SCHEMATIC



1968 MUSTANG SELECTAIRE AIR CONDITIONER INSTALLATION DRAWING—ENGINE COMPARTMENT 2-V5

9-1-67



1968 MUSTANG SELECTAIRE AIR CONDITIONER INSTALLATION DRAWING—PASSENGER COMPARTMENT 2-V6

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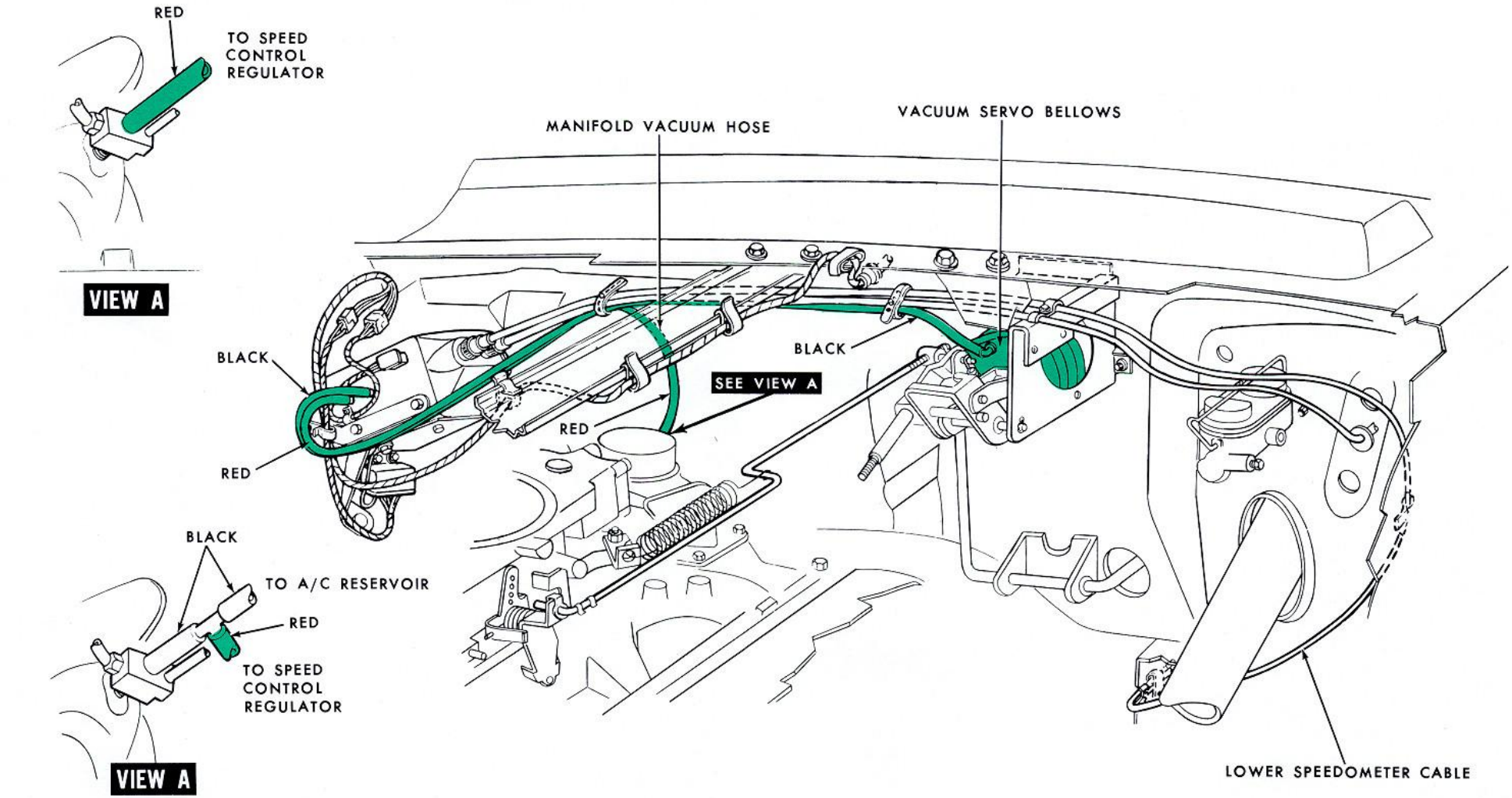

WITH AIR CONDITIONER & HEATER

1968 MUSTANG SPEED CONTROL INSTALLATION DRAWING—ENGINE COMPARTMENT

2-V7
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