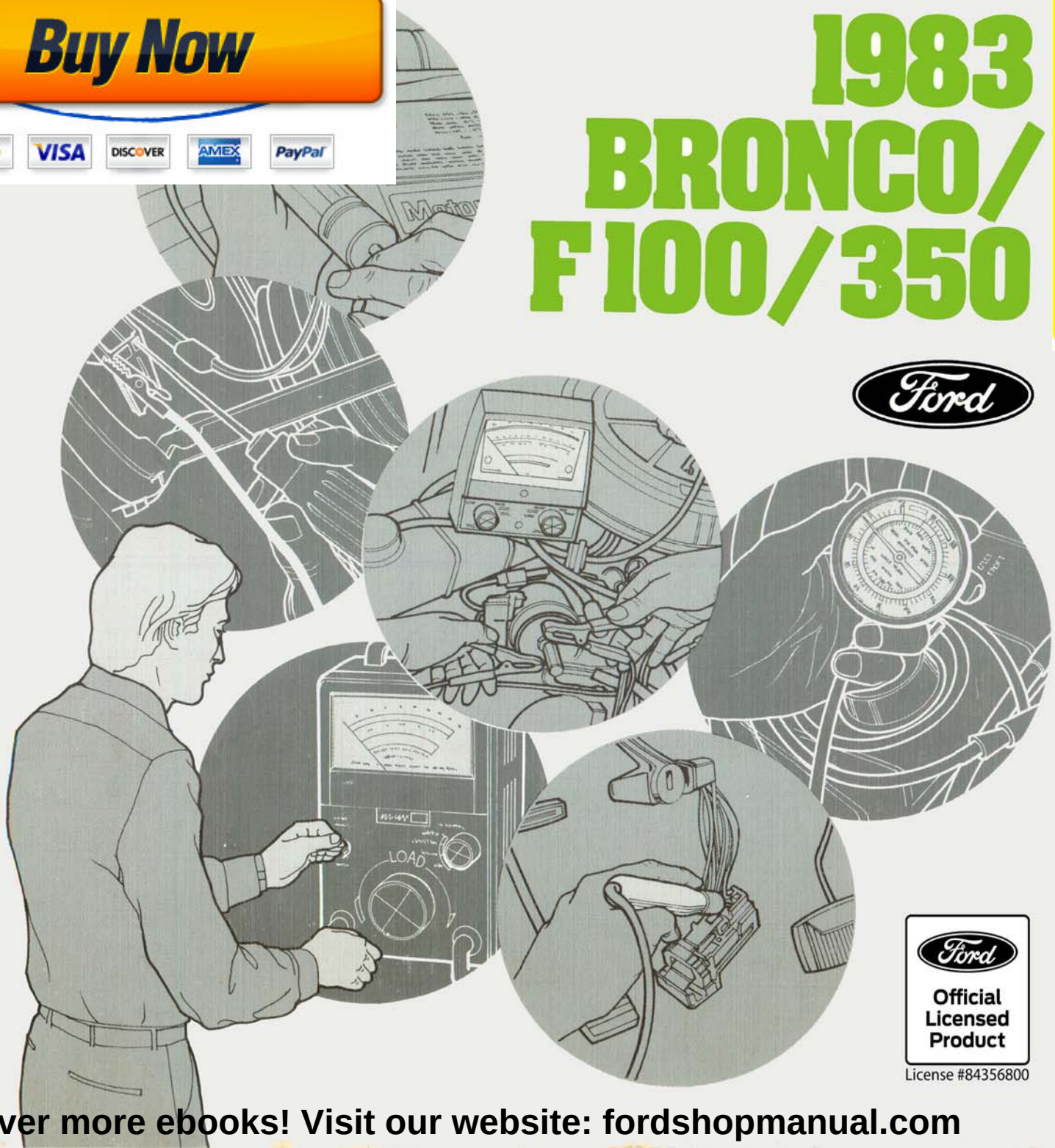
1983 BRONCO/ F100/350



Electrical & Vacuum Trouble-Shooting Manual

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1983 BRONCO/F100/350

1983 Bronco F-100/F-350 Electrical & Vacuum Trouble-Shooting Manual (EVTM)

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IMPORTANT SAFETY NOTICE

Appropriate service methods and proper repair procedures are essential for the safe, reliable operation of all motor vehicles, as well as the personal safety of the individual doing the work. This Manual provides general directions for accomplishing service and repair work with tested, effective techniques. Following them will help assure reliability.

There are numerous variations in procedures, techniques, tools, and parts for servicing vehicles, as well as in the skill of the individual doing the work. This Manual cannot possibly anticipate all such variations and provide advice or cautions as to each. Accordingly, anyone who departs from the instructions provided in this Manual must first establish that he compromises neither his personal safety nor the vehicle integrity by his choice of methods, tools or parts.

The purpose of this manual is to show electrical and vacuum circuits of these vehicles in a clear and simple fashion to make troubleshooting easier. With each circuit is a description of *How the Circuit Works* and some *Troubleshooting Hints*. A *Component Location* chart lists components, connectors, and references to pictures in the manual.

Wiring Diagrams give a schematic picture of when and how the circuit is powered, what the current path is to circuit components, and how the circuit is grounded. Each circuit component is named (underlined titles). Wire and connector colors are listed (standard Ford color abbreviations are used):

COLOR ABBREVIATIONS

BL	**Blue**	**N**	**Natural**
BK	**Black**	**O**	**Orange**
BR	**Brown**	**PK**	**Pink**
DB	**Dark Blue**	**P**	**Purple**
DG	**Dark Green**	**R**	**Red**
GR	**Green**	**T**	**Tan**
GY	**Gray**	**W**	**White**
LB	**Light Blue**	**Y**	**Yellow**
LG	**Light Green**		

Where two colors are shown for a wire, the first color is the basic color of the wire. The second color is the dot, hash, or stripe marking. If **D** or **H** is given, the second color is dots or hash marks. If there is no letter after the second color, the wire has a stripe.

For example:

BR/O is a brown wire with an orange stripe.
R/Y D is a red wire with yellow dots.
BK/W H is a black wire with white hash marks.

Connector end views of switches and other components are shown to help with bench testing. The views show the harness wire colors that connect to the mating terminals. Connector colors and locations are shown in the *Component Location* chart. Two-color listings indicate separate colors for each connector half.

Components which work together are shown together. For example, all electrical components used in any circuit are shown on one diagram. The circuit breaker or fuse is shown at the top of the page. All wires, connectors, splices, switches, and motors are shown in the flow of current to ground at the bottom of the page. Notes are included which describe how switches and other components work. If a component is used in several different circuits, it is shown in several places. For example, the **Light Switch** is an electrical part of many circuits and is repeated on many pages. In some cases, however, a component may seem by its name to belong on a page where it has no electrical connection. For example, **Radio Illumination** is electrically part of **Instrument Illumination**. Since it has no electrical connection at all with the actual **Radio** circuit, it is not shown on the **Radio** page.

Troubleshooting Hints point the technician in a general direction, but are not intended as a step-by-step procedure. Ignition trouble-shooting is an exception to this. It includes a step-by-step procedure of basic quick checks to locate some of the more common **Ignition System** problems. Read the Shop Manual for more detailed repair procedures.

The **Grounds** pages show detailed views of multiple component ground points. This is useful for checking interconnections among the ground circuits of different diagrams.

Notes, Cautions, and **Warnings** appear in boxes on text pages and contain important vehicle and mechanic safety information.

Notes give added information to help complete a particular procedure. Cautions are included to prevent making an error that could damage the vehicle. Warnings highlight areas where carelessness can cause personal injury. The following list contains some general **Warnings** that should be followed when working on a vehicle.

- Always wear safety glasses for eye protection.
- Use safety stands whenever a procedure requires being under a vehicle.
- Be sure that the **Ignition Switch** is always in the OFF position, unless otherwise required by the procedure.
- Set the parking brake when working on any vehicle. An automatic transmission should be in PARK. A manual transmission should be in NEUTRAL.
- Operate the engine only in a well-ventilated area to avoid the danger of carbon monoxide.
- Keep away from moving parts when the engine is running, especially the fan and belts.
- To prevent serious burns, avoid contact with hot metal parts such as the radiator, exhaust manifold, tail pipe, catalytic converter, and muffler.
- Do not allow flame or sparks near the battery. Gases are always present in and around the battery cell. An explosion could occur.
- Do not smoke.
- To avoid injury, always remove rings, watches, loose hanging jewelry, and loose clothing.

TROUBLESHOOTING STEPS

These six steps present an orderly method of troubleshooting:

Step 1. Verify the problem.

- Operate the complete system and see all symptoms for yourself in order to:
  - —check the accuracy and completeness of the customer's complaint.
  - —learn more that might give a clue to the nature and location of the problem.

Step 2. Narrow the problem.

- Using this manual, narrow down the possible causes and locations of the problem in order to more quickly find the exact cause.
- Read the description of *How the Circuit Works* and study the wiring diagram. You should then know enough about the circuit operation to figure out where to check for this trouble.

Step 3. Test the cause.

- Use electrical test procedures to find the specific cause of the symptoms.
- *Troubleshooting Hints* will give some helpful ideas.
- The *Component Location* charts and the pictures will help you find components, grounds, and connectors.

Step 4. Verify the cause.

- Confirm the fact that you have found the correct cause through operating the parts of the circuit you think are good.

Step 5. Make the repair.

- Repair or replace the faulty component.

Step 6. Verify the repair.

- Operate the system as in Step 1 and check that your repair has removed all symptoms, and also has not caused any new symptoms.

Some engine circuits may need special test equipment and special procedures. See the *Shop Manual* and other service books for details. You will find the circuits in this manual to be helpful with these special tests.

TROUBLESHOOTING TOOLS

JUMPER WIRE

This is a test lead used to connect two points of a circuit. A **Jumper Wire** can complete a circuit by bypassing an open.

Uses: Bypassing Switches or Open Circuits

WARNING

Never use a jumper wire across loads (motors, etc.) connected between hot and ground. This direct battery short may cause injury or fire.

VOLTMETER

A DC **Voltmeter** measures circuit voltage. Connect negative (- or black) lead to ground, and positive (+ or red) lead to voltage measuring point.

OHMMETER

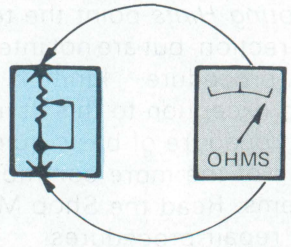


Figure 1— Resistance Check

An **Ohmmeter** shows the resistance between two connected points (Figure 1).

TEST LIGHT

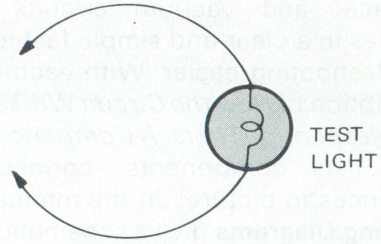


Figure 2 —Test Light

A **Test Light** is a 12-volt bulb with two test leads (Figure 2).

Uses: Voltage Check. Short Check

SELF-POWERED TEST LIGHT

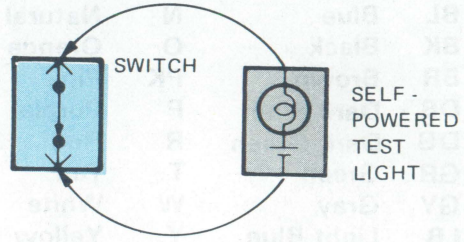


Figure 3—Continuity Check

The **Self-Powered Test Light** is a bulb, battery and set of test leads wired in series (Figure 3). When connected to two points of a continuous circuit, the bulb glows.

Uses: Continuity Check. Ground Check

CAUTION

When using a self-powered test light or ohmmeter, be sure power is off in circuit during testing. Hot circuits can cause equipment damage and false readings.

TROUBLESHOOTING CHECKS

SWITCH CIRCUIT CHECK

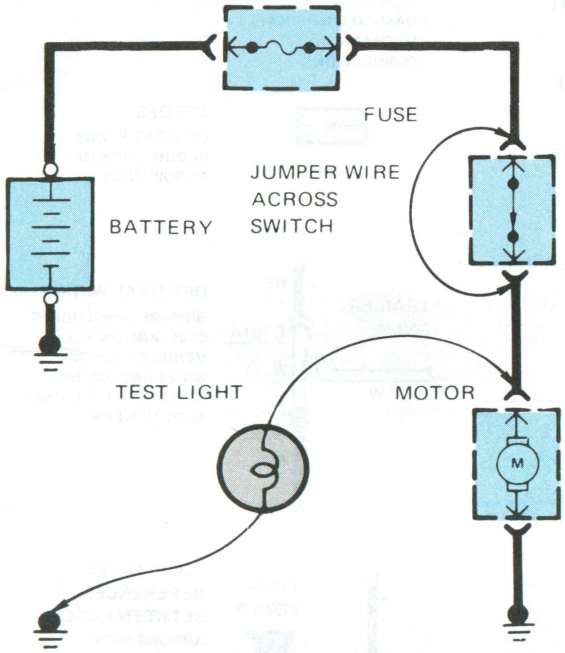


Figure 4—Switch Circuit Check and Voltage Check

In a bad circuit with a switch in series with the load, jumper the terminals of the switch to power the load. If jumping the terminals powers the circuit, the switch is bad (Figure 4).

CONTINUITY CHECK (Locating open circuits)

With power off, connect one lead of **Self-Powered Test Light** or **Ohmmeter** to each end of circuit (Figure 3). Light will glow if circuit is closed. Switches and fuses can be checked in the same way.

VOLTAGE CHECK

Connect one lead of **Test Light** to a known good ground or the negative (-) battery terminal. Test for voltage by touching the other lead to the test point. Bulb goes on when the test point has voltage (Figure 4).

SHORT CHECK (short to ground)

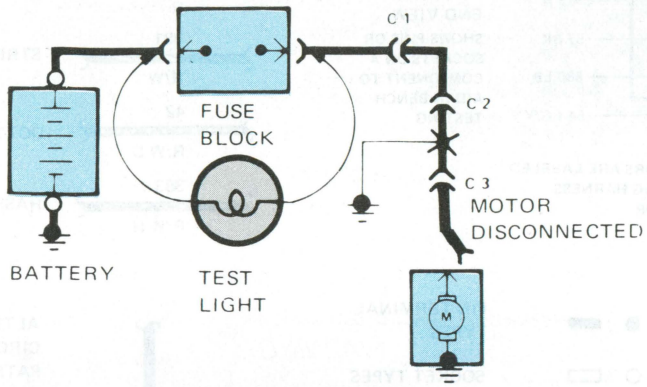


Figure 5— Short Check

A fuse that repeatedly blows is usually caused by a short to ground. It's important to be able to locate such a short quickly (Figure 5).

1) Turn off everything powered through the fuse.
2) Disconnect other loads powered through the fuse:
   - Motors: disconnect motor connector.
   - Lights: remove bulbs.
3) Turn **Ignition Switch** to RUN (if necessary) to power fuse.
4) Connect one **Test Light** lead to hot end of blown fuse. Connect other lead to ground. Bulb should glow showing power to fuse. (*This step is just a check to be sure you have power to the circuit.*)
5) Disconnect the **Test Light** lead from ground and reconnect it to the load side of the fuse.
   - If the **Test Light** is off, the short is in the disconnected equipment.
   - If the **Test Light** goes on, the short is in the wiring. You must find the short by disconnecting the circuit connectors one at a time until the **Test Light** goes out. For example: with a ground at X, the bulb goes out when C1 or C2 is disconnected, but stays on after disconnecting C3. This means the ground is between C2 and C3.

"GOOD GROUND" CHECK

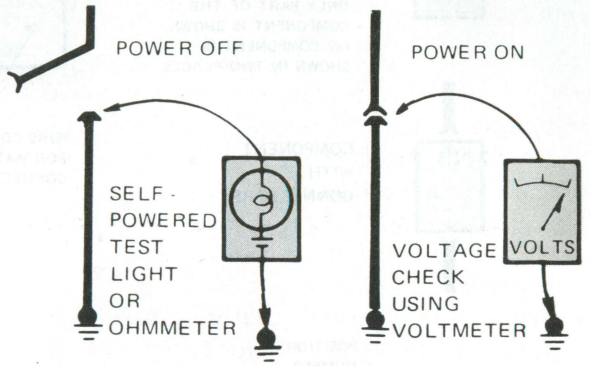


Figure 6 — Grounds Checks

Turn on power to circuit. Perform Voltage Check between suspected bad ground and frame. Any voltage means ground is bad.

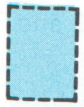
Turn off power to circuit. Connect one lead of **Self-Powered Test Light** or **Ohmmeter** to wire in question, and the other to known ground. If bulb glows, circuit ground is OK (Figure 6).

TROUBLESHOOTING HINTS

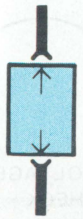
The circuit schematics in this manual are designed to make it easy to identify common points in circuits. This knowledge can help narrow the problem to a specific area. For example, if several circuits fail at the same time, check for a common power or ground connection. (See *Power Distribution* or *Grounds).* If part of a circuit fails, check the connections between the part that works and the part that doesn't work.

For example, if low beam headlights work but high beams and the indicator light don't work, then power and ground paths must be good. Since the dimmer switch is the component which switches this power to the high beam lights and indicator, it is most likely the cause of failure.

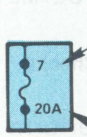
ELECTRICAL SYMBOLS



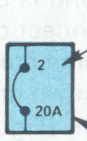
DASHED COMPONENT BOX
ONLY PART OF THE COMPONENT IS SHOWN, OR COMPONENT IS SHOWN IN TWO PLACES



COMPONENT WITH CONNECTORS

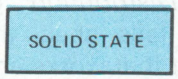


FUSE



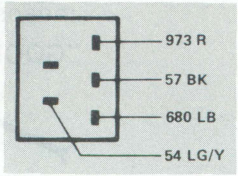
CIRCUIT BREAKER

SCREW TERMINAL ON COMPONENT



SEALED ELECTRONIC COMPONENT
ANY CIRCUITRY SHOWN INSIDE THE BOX IS A FUNCTIONAL EQUIVALENT ONLY AND IS NOT EXACT

GAGE

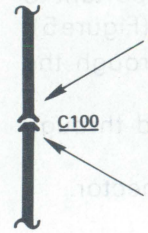


WIRE COLORS ARE LABELED FOR MATING HARNESS CONNECTOR

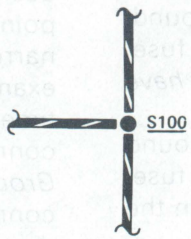
COMPONENT CONNECTOR END VIEW
SHOWS PINS OR SOCKETS ON A COMPONENT TO AID IN BENCH TESTING

PIN TERMINAL TYPES

SOCKET TYPES

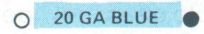


IN–LINE CONNECTOR

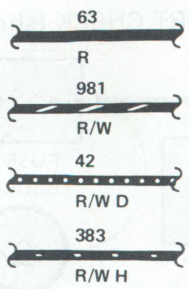


SPLICE OR CRIMP CONNECTION.
MOST ARE BUILT INTO HARNESS AND ARE NOT ACCESSIBLE.

GROUND CONNECTION



FUSE LINK

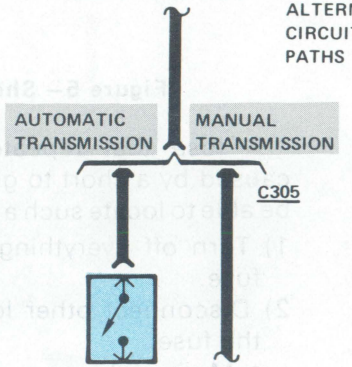


SOLID WIRE

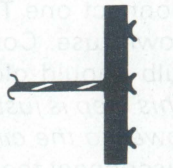
STRIPED WIRE

DOTTED WIRE

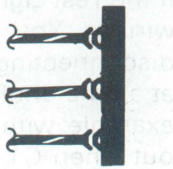
HASHED WIRE



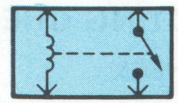
ALTERNATE CIRCUIT PATHS



CANDELABRA CONNECTOR
ACCEPTS SINGLE-PIN CONNECTORS



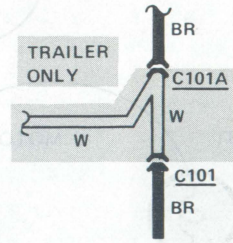
JUNCTION BLOCK



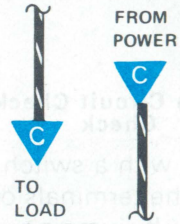
RELAY
CONTACTS CLOSE WITH CURRENT THROUGH COIL

DASHED LINE SHOWS MECHANICAL CONNECTIONS

DIODES
CURRENT FLOWS IN DIRECTION OF ARROW ONLY



OPTIONAL WIRING
BR WIRES (INCLUDING C101) ARE ON ALL VEHICLES, BUT W WIRES (INCLUDING C101A) ARE USED ONLY WITH TRAILER

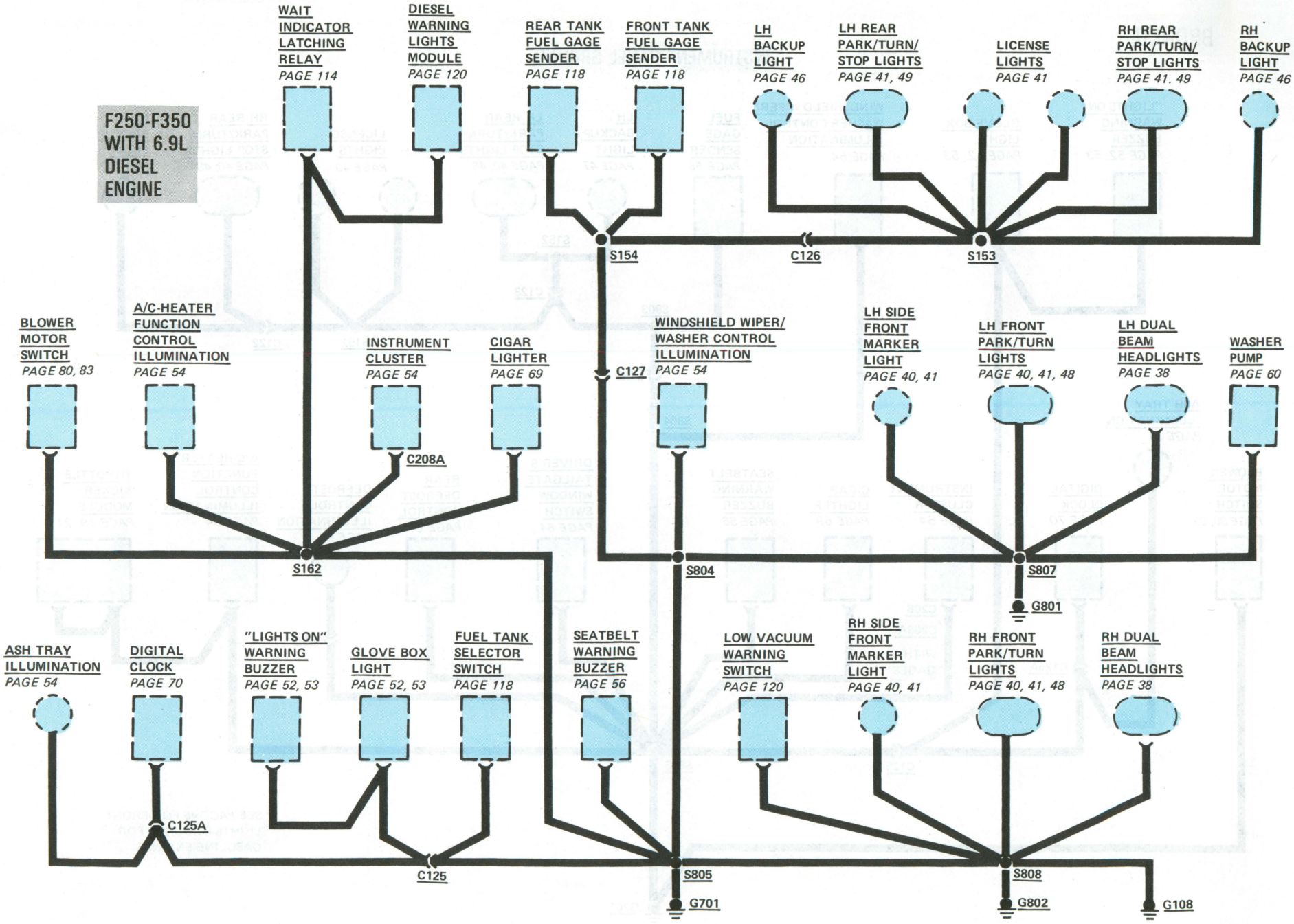


"CUT" WIRES REFERENCED BETWEEN PAGES
ARROWS SHOW CURRENT FLOW FROM POWER TO GROUND

"REFERENCE" WIRES
COMPLETE WIRING SHOWN ON ANOTHER PAGE

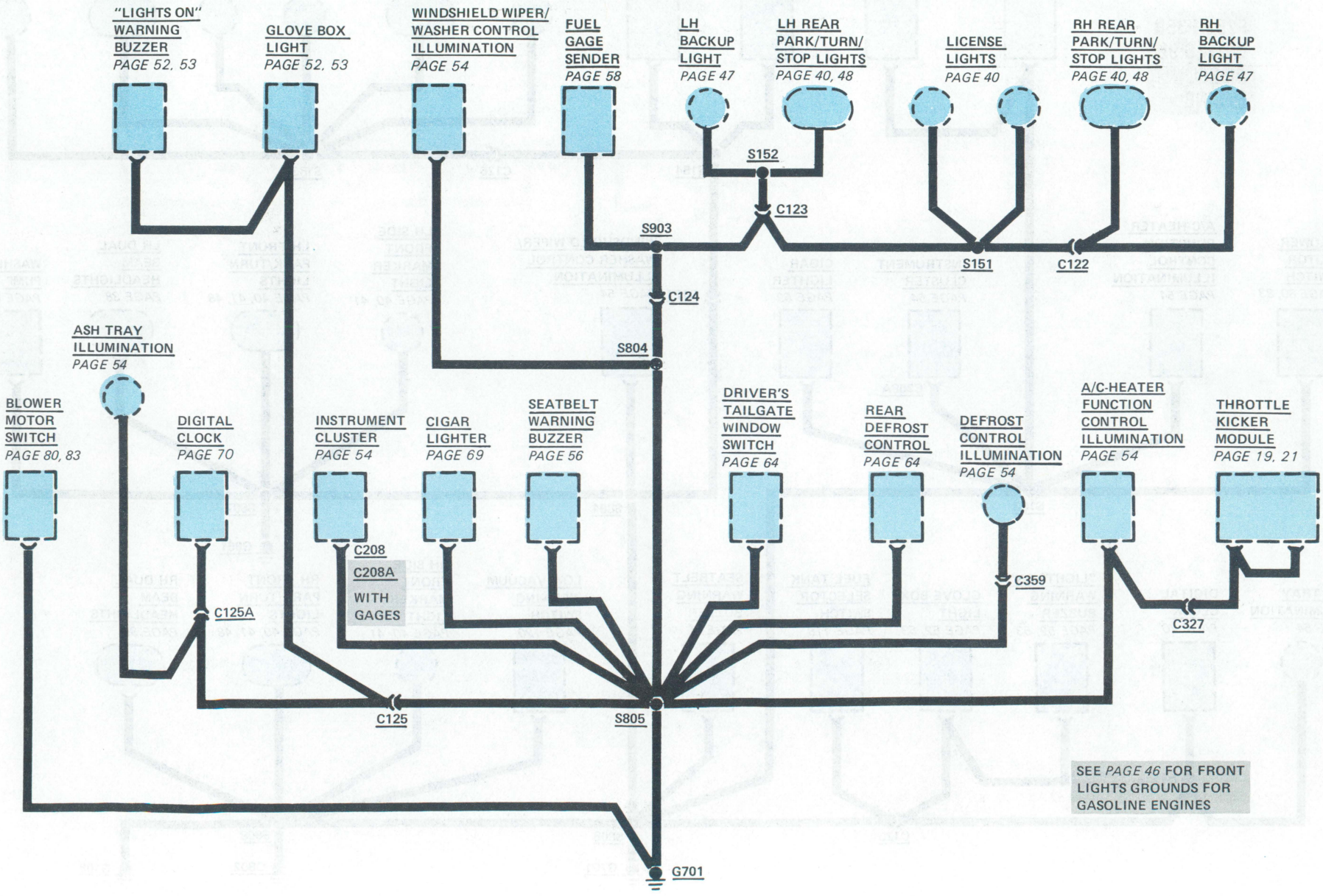
DASHED WIRE
CIRCUITRY IS NOT SHOWN IN COMPLETE DETAIL, BUT IS COMPLETE ON ANOTHER PAGE

SEE GROUNDS
PAGE 6, 7


F250-F350 WITH 6.9L DIESEL ENGINE
WAIT INDICATOR LATCHING RELAY
PAGE 114
DIESEL WARNING LIGHTS MODULE
PAGE 120
REAR TANK FUEL GAGE SENDER
PAGE 118
FRONT TANK FUEL GAGE SENDER
PAGE 118
LH BACKUP LIGHT
PAGE 46
LH REAR PARK/TURN/ STOP LIGHTS
PAGE 41, 49
LICENSE LIGHTS
PAGE 41
RH REAR PARK/TURN/ STOP LIGHTS
PAGE 41, 49
RH BACKUP LIGHT
PAGE 46
S154
C126
S153
BLOWER MOTOR SWITCH
PAGE 80, 83
A/C-HEATER FUNCTION CONTROL ILLUMINATION
PAGE 54
INSTRUMENT CLUSTER
PAGE 54
C208A
CIGAR LIGHTER
PAGE 69
C127
WINDSHIELD WIPER/ WASHER CONTROL ILLUMINATION
PAGE 54
LH SIDE FRONT MARKER LIGHT
PAGE 40, 41
LH FRONT PARK/TURN LIGHTS
PAGE 40, 41, 48
LH DUAL BEAM HEADLIGHTS
PAGE 38
WASHER PUMP
PAGE 60
S162
S804
S807
G801
ASH TRAY ILLUMINATION
PAGE 54
DIGITAL CLOCK
PAGE 70
"LIGHTS ON" WARNING BUZZER
PAGE 52, 53
GLOVE BOX LIGHT
PAGE 52, 53
FUEL TANK SELECTOR SWITCH
PAGE 118
SEATBELT WARNING BUZZER
PAGE 56
LOW VACUUM WARNING SWITCH
PAGE 120
RH SIDE FRONT MARKER LIGHT
PAGE 40, 41
RH FRONT PARK/TURN LIGHTS
PAGE 40, 41, 48
RH DUAL BEAM HEADLIGHTS
PAGE 38
C125A
C125
S805
S808
G701
G802
G108

BRONCO

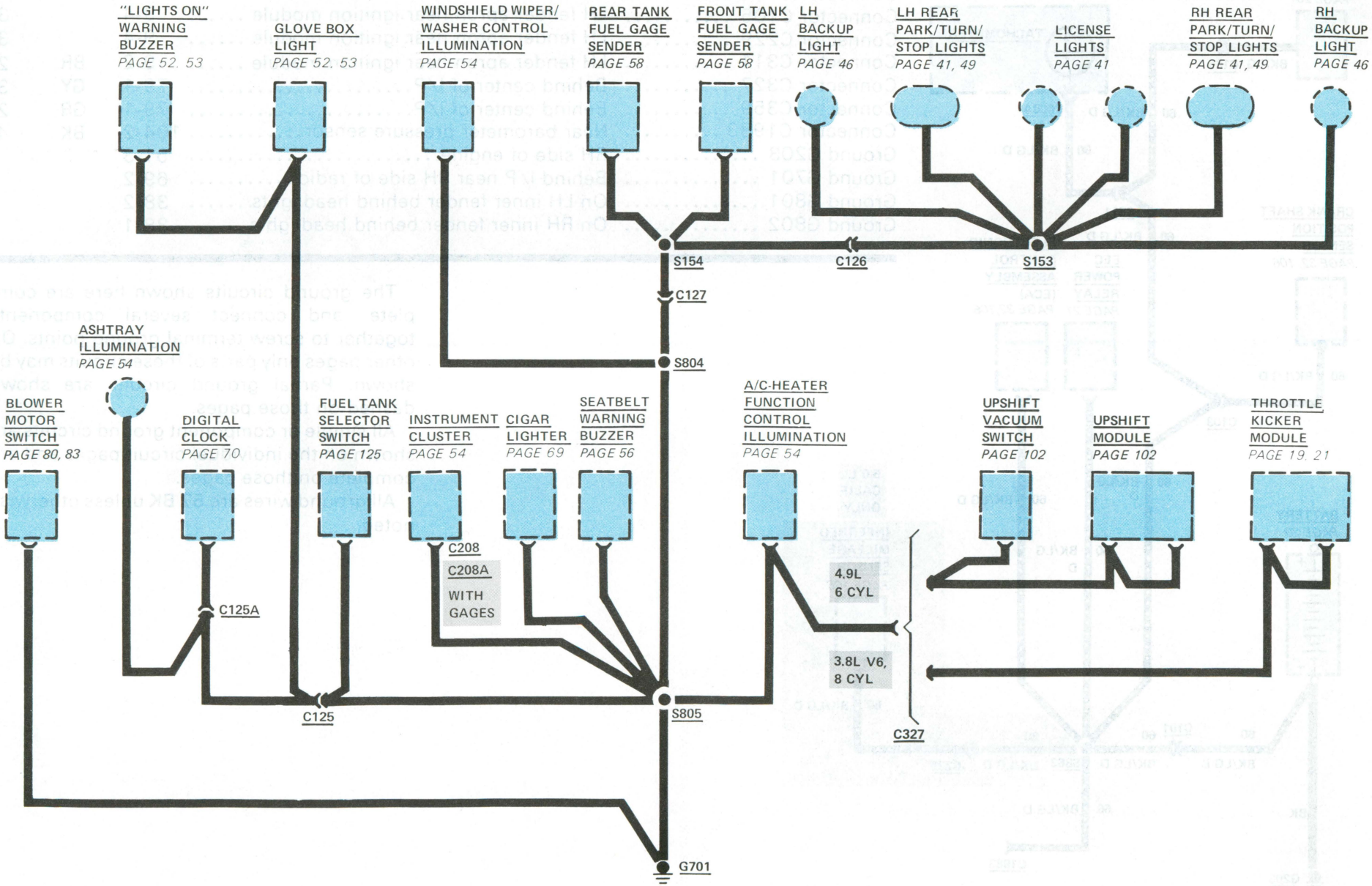
INSTRUMENT PANEL GROUND

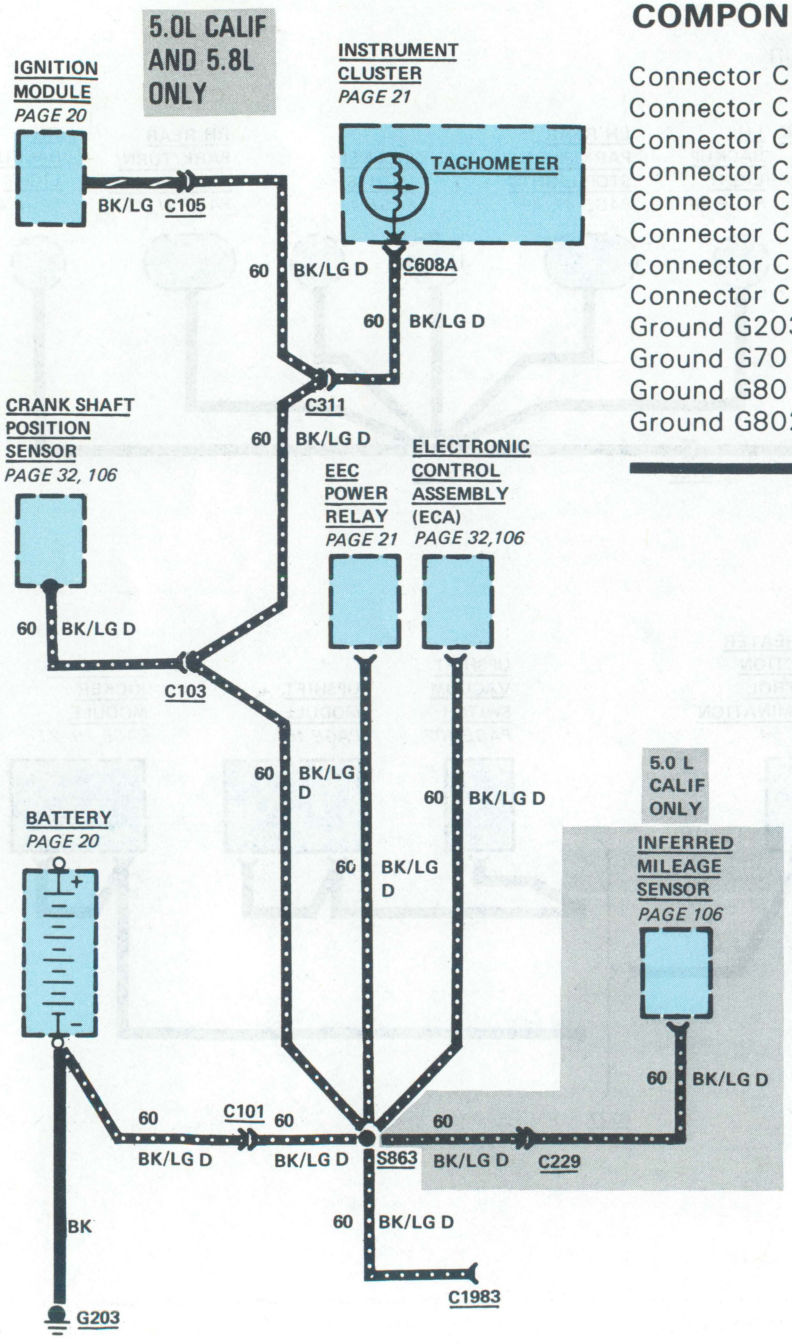


F100-F350

GASOLINE ENGINES

INSTRUMENT PANEL GROUND





COMPONENT LOCATION

		Page-Figure	Color	Terminals
Connector C101	At battery ground pigtail	104-2		1
Connector C103	Behind distributor	29-1	W	1
Connector C105	LH fender apron near ignition module	9-4		3
Connector C229	LH fender apron near ignition module	9-4		3
Connector C311	LH fender apron near ignition module	9-2	BR	2
Connector C327	Behind center of I/P	79-1	GY	3
Connector C359	Behind center of I/P	79-1	GR	2
Connector C1983	Near barometer pressure sensor	104-2	BK	4
Ground G203	RH side of engine	51-3		
Ground G701	Behind I/P near RH side of radio	69-2		
Ground G801	On LH inner fender behind headlights	38-2		
Ground G802	On RH inner fender behind headlights	38-1		

The ground circuits shown here are complete and connect several components together to screw terminal ground points. On other pages only parts of these circuits may be shown. Partial ground circuits are shown dashed on those pages.

All simple or component ground circuits are shown on the individual circuit pages and are complete on those pages.

All ground wires are **57 BK** unless otherwise noted.

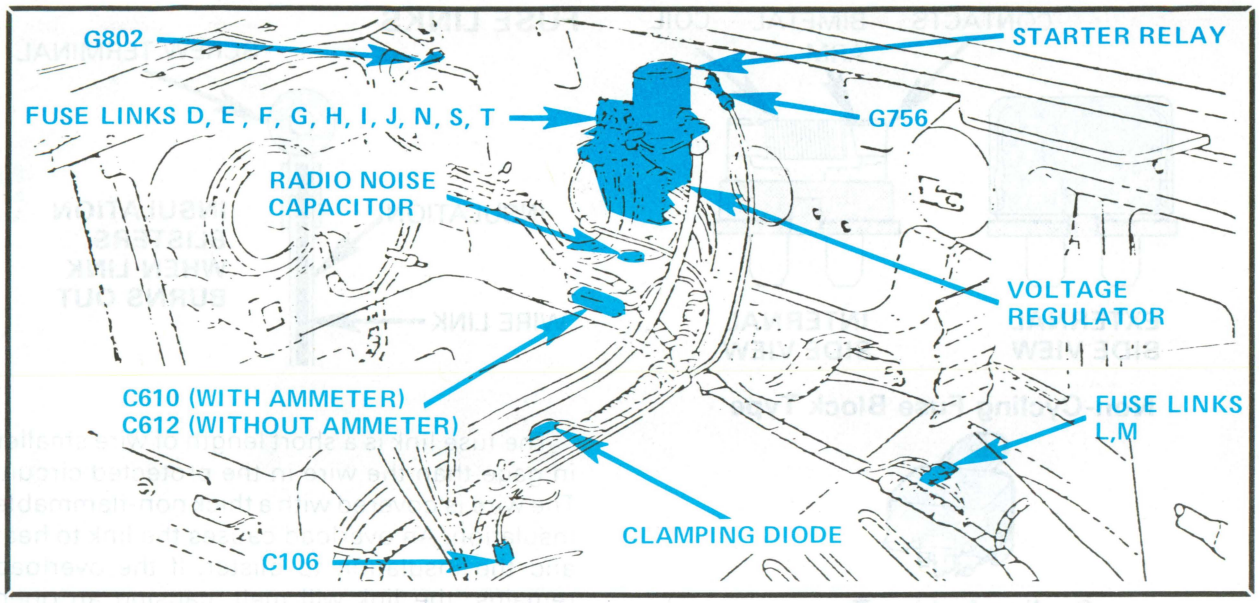


Figure 1 - RH Front Fender Apron (With EEC)

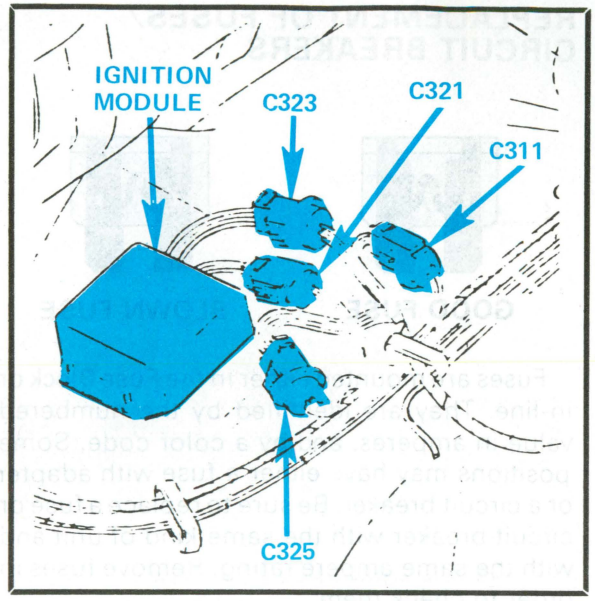


Figure 2 - At LH Inner Fender Well

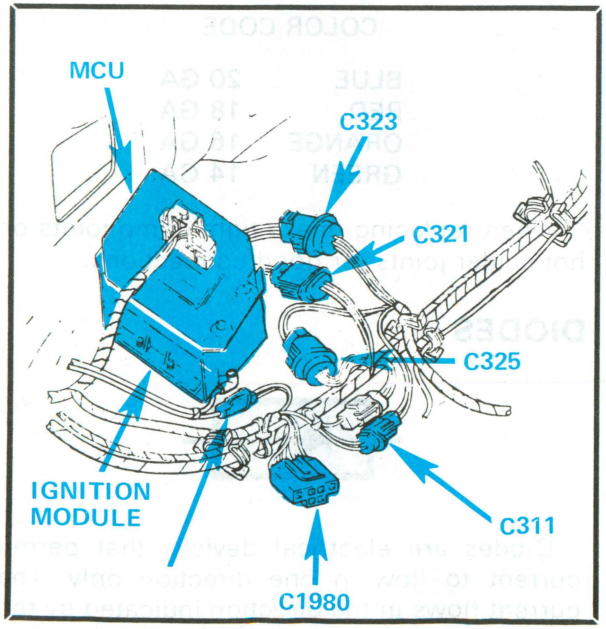


Figure 3 - At LH Inner Fender Well (With MCU)

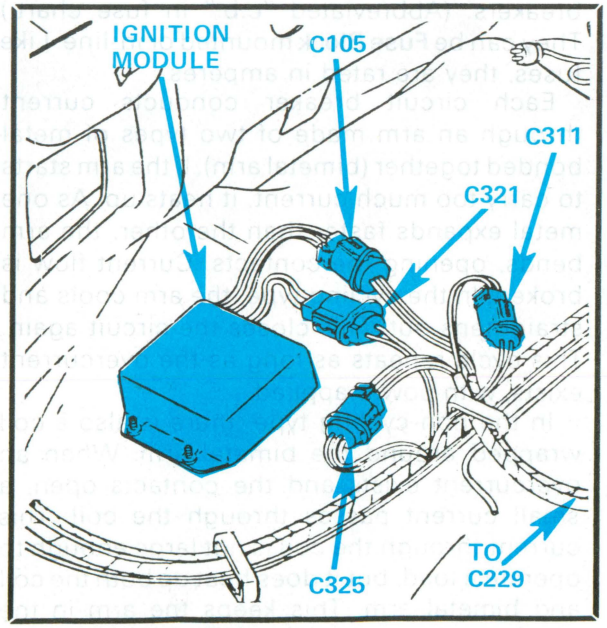


Figure 4 - LH Inner Fender Well (With EEC)

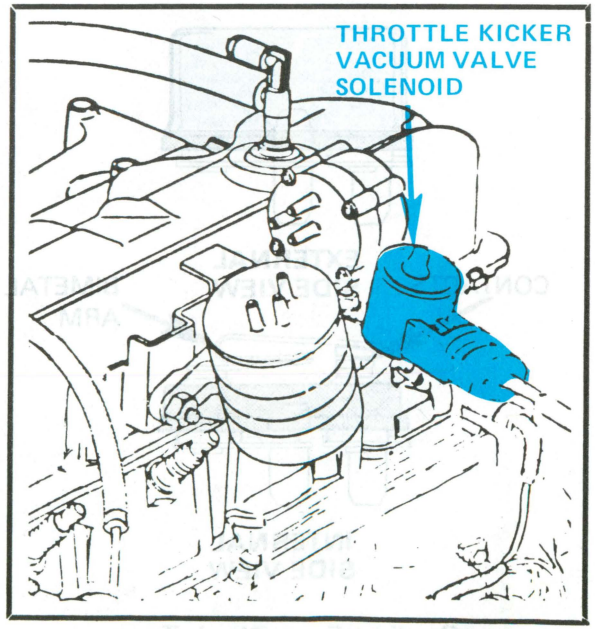


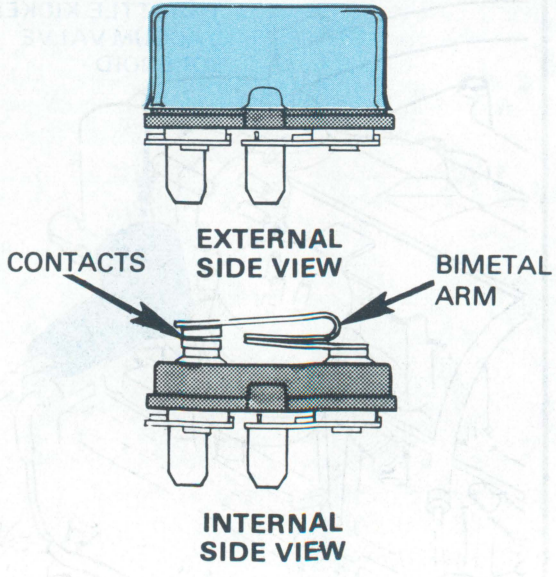
Figure 5 - LH Rear Of 4.9 L Engine

REPLACEMENT OF FUSES/ CIRCUIT BREAKERS

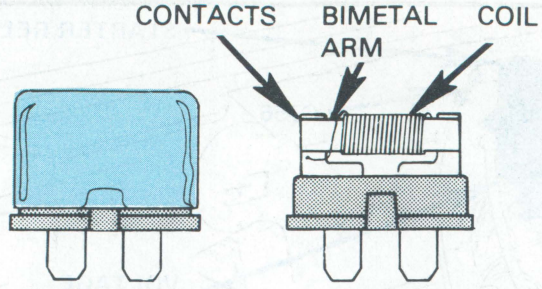
GOOD FUSE BLOWN FUSE

Fuses are mounted either in the **Fuse Block** or in-line. They are identified by the numbered value in amperes, and by a color code. Some positions may have either a fuse with adapter or a circuit breaker. Be sure to replace a fuse or circuit breaker with the same kind of unit and with the same ampere rating. Remove fuses in order to check them.

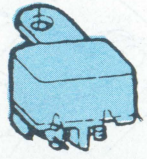
CIRCUIT BREAKER OPERATION



Cycling Fuse Block Type



Non-Cycling Fuse Block Type



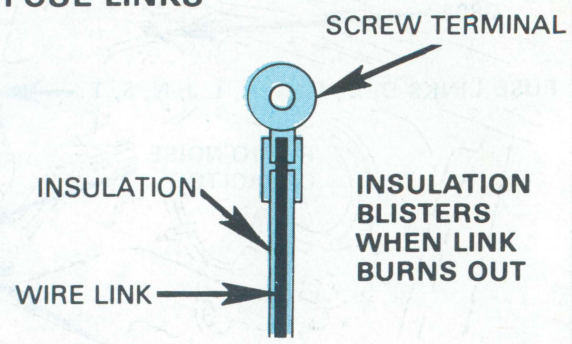
Cycling In-Line Type

Some circuits are protected by circuit breakers. (Abbreviated "c.b." in fuse chart.) They can be **Fuse Block** mounted or in-line. Like fuses, they are rated in amperes.

Each circuit breaker conducts current through an arm made of two types of metal bonded together (bimetal arm). If the arm starts to carry too much current, it heats up. As one metal expands faster than the other, the arm bends, opening the contacts. Current flow is broken. In the cycling type, the arm cools and straightens out. This closes the circuit again. This cycle repeats as long as the overcurrent exists, with power applied.

In the non-cycling type, there is also a coil wrapped around the bimetal arm. When an overcurrent exists and the contacts open, a small current passes through the coil. This current through the coil is not large enough to operate a load, but it does heat up both the coil and bimetal arm. This keeps the arm in the open position until power is removed.

FUSE LINKS

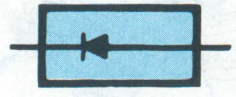


The fuse link is a short length of wire smaller in gage than the wire in the protected circuit. The wire is covered with a thick non-flammable insulation. An overload causes the link to heat and the insulation to blister. If the overload remains, the link will melt, causing an open circuit. The links are color coded for wire size as follows:

COLOR CODE	
BLUE	20 GA
RED	18 GA
ORANGE	16 GA
GREEN	14 GA

When replacing, make tight crimp joints or hot solder joints for good connections.

DIODES



Diodes are electrical devices that permit current to flow in one direction only. The current flows in the direction indicated by the arrow.

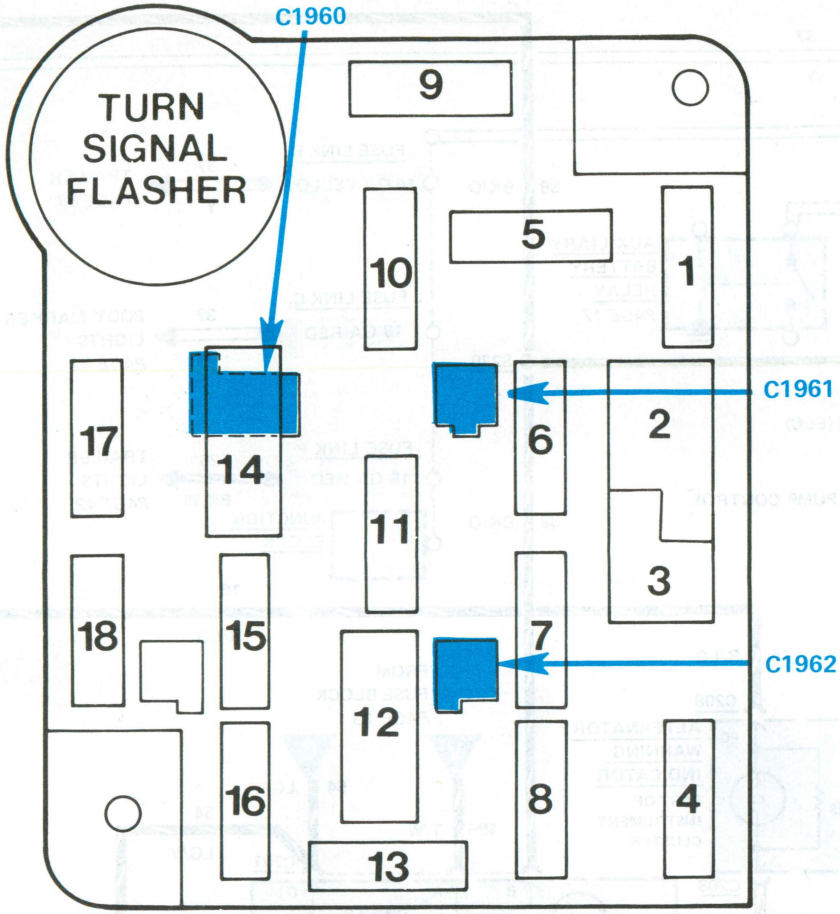


Figure 1 - Fuse Block

Fuse Value Amps	Color Code
4	Pink
5	Tan
10	Red
15	Light Blue
20	Yellow
25	Natural
30	Light Green

Fuse Position	Amps	Circuits Protected
1	15	Stop/Hazard Lights; Speed Control
2	--	(Not used)
3	--	(Not used)
4	15	Exterior Lights; Instrument Illumination
5	15	Turn Lights; Backup Lights
6	15	Speed Control; 4-Wheel Drive Indicator; Auxiliary Battery Control; Digital Clock; Rear Window Defrost; Feedback Carburetor Control (4.9L)
7	--	(Not Used)
8	15	Courtesy, Dome, Cargo Lights; Warning Buzzer
9	30	Heater; A/C-Heater
10	--	(Not used)
11	15	Radio
12	25 30 c.b.	Tailgate Power Window; Power Mirrors Power Door Locks
13	--	(Not used)
14	25 20 c.b.	Tailgate Power Window Power Windows
15	10	Auxiliary Fuel Tank Selector
16	20	Horn; Cigar Lighter
17	5	Instrument Illumination, Digital Clock
18	15	Seatbelt Buzzer; Warning Indicators; EEC; Carburetor Circuits; Tachometer; Choke Heater; Diesel Glow Plug Control; Diesel Indicators; Electric Fuel Pump Control (7.5L); Upshift Indicator (4.9L)

Power Distribution

The **Alternator** and **Battery** are connected together at the **Starter Relay** hot terminal. Other circuits originate at the **Starter Relay** hot terminal and are protected by fuse links. Low power circuits are also protected by fuses.

The **Ignition Switch** and **Light Switch** are powered at all times as are **Fuses 1, 4, 8, 12,** and **16**. The other fuses are powered through the **Ignition Switch** or the Light Switch.

12 CHARGE/POWER DISTRIBUTION (WITH ALTERNATOR WARNING INDICATOR)