



1997 MUSTANG

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**ELECTRICAL AND VACUUM
TROUBLESHOOTING MANUAL**

FIX IT RIGHT THE FIRST TIME ON TIME

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**1997 Mustang Electrical and Vacuum
Trouble-Shooting Manual (EVTM)
EAN: 978-1-60371-432-7
ISBN: 1-60371-432-4**

Forel Publishing Company, LLC
Woodbridge, VA 22192



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ELECTRICAL AND VACUUM TROUBLESHOOTING MANUAL

FCS-12121-97

FORD CUSTOMER SERVICE DIVISION

Quality is Job 1

Ford Customer Service Division has developed a new format for the 1997 Mustang EVTm . Our goal is to provide accurate and timely electrical and vacuum service information.

1997 EVTm FEATURES

- Schematic pages now contain **Component Location** references to full-view illustrations and **Component Descriptions** that describe the system function of a component.
- "COMPONENT TESTING" procedures (CELL 149) that tell the user how to perform diagnostic tests on various circuits.
- **Connector End Views** are now located at the end of individual cells and are shown for connectors with five or more cavities; a circuit function chart is provided.
- **NOTES, CAUTIONS and WARNINGS** contain important safety information.
- Full view "COMPONENT LOCATION VIEWS" (CELL 151) to help locate on-vehicle components.
- Circuit voltages have been added to schematic pages to help simplify troubleshooting. Nonessential troubleshooting hints have been deleted.
- **Cellular Pagination:** A specific section (or cell) in all EVTms is numbered by cell and starts with page 1. For example: "HOW TO USE THIS MANUAL" is CELL 2 and begins with page 2-1.
- "IN-LINE CONNECTOR FACES" (CELL 150) has been added for in-line connectors with six or more terminals, to aid in servicing electrical wiring.
- "C" numbers have been assigned for all electrical connectors. "C" numbers are listed in the "LOCATION INDEX" (CELL 152).
- "HARNESS CAUSAL PART NUMBERS" (CELL 153) has been added to aid in identifying warranty concerns.
- **In-line connector numbers** contain a suffix to denote connector "gender" type (F-socket, M-prior blade).

ORDERING INFORMATION

Information about how to order additional copies of this publication or other Ford publications may be obtained by writing to Helm Incorporated at the address shown below or by calling 1-800-782-4356. Other publications available include:

- Service Manuals
- Service Specification Books
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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.

2-1 HOW TO USE THIS MANUAL

1997 MUSTANG

The purpose of this manual is to show electrical and vacuum circuits in a clear and simple fashion to make troubleshooting easier. **NOTES**, **CAUTIONS** and **WARNINGS** containing important information appear in boxes on text pages.

- **NOTES** describe how switches and other components operate to help complete a particular procedure.
- **CAUTIONS** provide information that could prevent making an error that may damage the vehicle.
- **WARNINGS** provide information to prevent personal injury.

The **WARNINGS** list on page 2-2 contains general warnings to follow when servicing a vehicle.

Components that work together are shown together. All electrical components used in a specific system are shown on one diagram. The circuit breaker or fuse is shown at the top of the page. All wires, connectors, components and splices are shown in the flow of current to ground at the bottom of the page. If a component is used in several different systems, it is shown in several places. For example, the Main Light Switch is electrically a part of many systems and is repeated on many pages.

In some cases, a component may seem (by its name) to belong to a system where it has no electrical connection. For example, Radio Illumination is electrically part of Instrument Illumination, but because it has no electrical connection to the Radio system, it is not shown on the Radio diagram.

Schematic pages now contain references to full-view illustrations and component descriptions for various components. The references are reverse—text blocks located next to each component and connector and refer the user to the appropriate illustration page and zone. The component descriptions summarize the system function of a component.

Schematic pages now contain circuit voltages to help simplify troubleshooting hints. 12V is used to imply battery voltage on a component connector terminal, and 0V is used to show that there should be continuity to ground on that particular terminal. Conditional voltages such as "12V with the ignition switch in RUN" will also be provided. Troubleshooting hints that can't be simplified with circuit voltages will be shown at the end of each cell.

Connector face information specific to a certain cell is now found at the end of that cell. A Connector Face Reference List is provided to locate connector faces that are shown in different cells. Component connectors with five or more terminals are illustrated. Component connectors with five or more terminals are accompanied by a pin-out chart that lists the function of all circuitry associated with that component.

In-Line connectors shown on schematic pages now contain a suffix to denote connector gender (F— socket, M— prior blade).

"GROUNDS"(Cell 10) contains ground circuitry shown in complete detail. This information is useful for checking interconnections of the ground circuits of different systems.

"POWER DISTRIBUTION" (Cell 13) contains power distribution circuitry shown in com-

plete detail. This section displays how the various fuses are powered and in turn, how each system is powered.

"COMPONENT TESTING" (Cell 149) contains testing procedures for various switches. This information includes schematics, component terminal locations and step-by-step procedures.

"IN-LINE CONNECTORS FACES" (Cell 150) contains in-line connectors with five or more terminals. This section includes both female and male mating in-line connectors arranged in order according to connector number.

"COMPONENT LOCATION VIEWS" (Cell 151) contains full-view illustrations which show the location of all components and connectors in the vehicle.

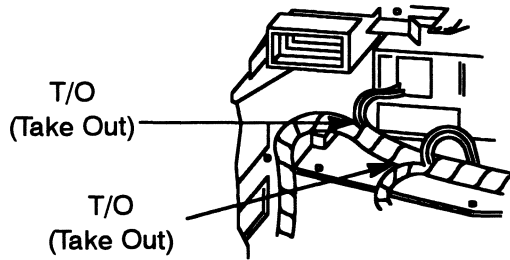
The **"LOCATION INDEX"** (Cell 152) provides the service base part numbers, locations, connector face references and illustration references for all components, connectors, splices and grounds.

HELPFUL REMINDERS

Before using the EVTM for troubleshooting, refer to the **HELPFUL REMINDERS**:

1. The abbreviation T/O, for take out, used in the Location Index (Cell 152), refers to the point at which a group of wires branch off the harness trunk. Refer to the wiring harness illustration.

Wiring harness at back of Instrument Panel, showing typical T/O (Take Out) locations



2. If a connector serves the same purpose in two separate versions (e.g., EFI/Carb), but is physically different, *two* connector numbers are used. However, if a connector serves the same purpose in two separate versions (e.g., EFI/Carb) and is physically the same, but the wire colors are different, only *one* connector number is used. If the same physical connector is used more than once, then more than *one* connector number is used.
3. Wiring schematics provide a picture of how and under what conditions the circuit is powered, of the current path to circuit components, and of how a 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
GN	Green	T	Tan
GY	Gray	W	White
LB	Light Blue	Y	Yellow
LG	Light Green		

NOTE: Whenever a wire is labeled with two colors, the first color listed is the basic color of the wire, and the second color listed is the stripe marking of the wire.

4. When reporting Vehicle Repair Location Codes to Ford Customer Service Division, refer to Cell 160 (beginning on page 160-1). Note: Do *not* use the illustrations in Cell 151 (beginning on page 151-1) for reporting Vehicle Repair Location Codes.

5. WARNINGS

- 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 danger of carbon monoxide.
- Keep away from moving parts, especially the fan and belts, when the engine is running.
- 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 when working on a vehicle.
- To avoid injury, always remove rings, watches, loose hanging jewelry, and loose clothing.

2-3 HOW TO USE THIS MANUAL

1997 MUSTANG

HOW TO FIND ELECTRICAL CONCERNS

TROUBLESHOOTING STEPS

These six steps present an orderly method of troubleshooting.

Step 1. Verify the concern.

- Operate the complete system to check the accuracy and completeness of the customer's complaint.

Step 2. Narrow the concern.

- Using the EVTM, narrow down the possible causes and locations of the concern to pinpoint the exact cause.
- Read the description notes at the components and study the wiring schematic. You should then know enough about the circuit operation to determine where to check for the trouble. Further information can be found by referring to the Service Manual pages listed in the box at the top of the page.

Step 3. Test the cause.

- Use electrical test procedures to find the specific cause of the symptoms.
- The *Component Location reference bars* and the pictures will help you find components. The Location Index (at the end of the manual) gives component location information for connectors, diodes, resistors, splices and grounds.

Step 4. Verify the cause.

- Confirm that you have found the correct cause by connecting jumper wires and/or temporarily installing a known good component and operating the circuit.

Step 5. Make the repair.

- Repair or replace the inoperative component.

Step 6. Verify the repair.

- Operate the system as in Step 1 and check that your repair has removed all symptoms without creating any new symptoms.

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

TROUBLESHOOTING TOOLS

JUMPER WIRE

This is a test lead used to connect two points of a circuit. A Jumper Wire can bypass an open in a wire to complete a circuit.

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

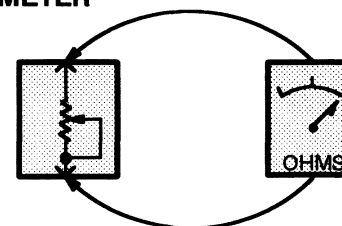


Figure 1 – Resistance Check

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

TEST LAMP

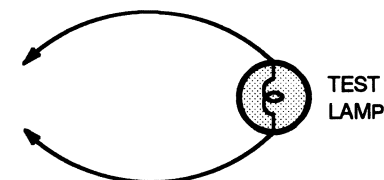


Figure 2 – Test Lamp

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

Uses: Voltage Check, Short Check

HOW TO FIND ELECTRICAL CONCERNS (CONTINUED)

SELF-POWERED TEST LAMP

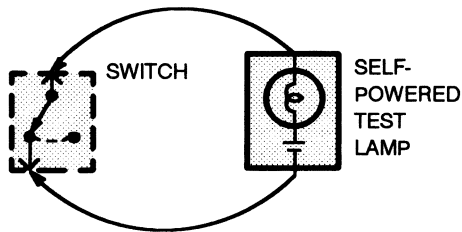


Figure 3—Continuity Check

The Self-Powered Test Lamp 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 lamp or ohmmeter, be sure power is off in circuit during testing. Hot circuits can cause equipment damage and false readings.

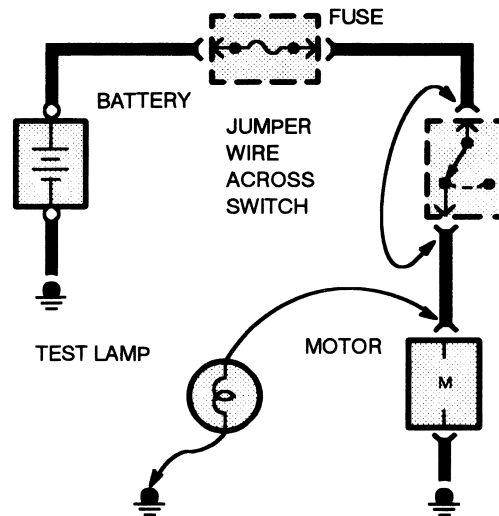


Figure 4—Switch Circuit Check and Voltage Check

In an inoperative circuit with a switch in series with the load, jumper the terminals of the switch

to power the load. If jumpering the terminals powers the circuit, the switch is inoperative (Figure 4).

CONTINUITY CHECK (Locating open circuits)

Connect one lead of a Self-Powered Test Lamp or Ohmmeter to each end of circuit (Figure 3). Lamp will glow if circuit is closed. Switches and fuses can be checked in the same way.

VOLTAGE CHECK

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

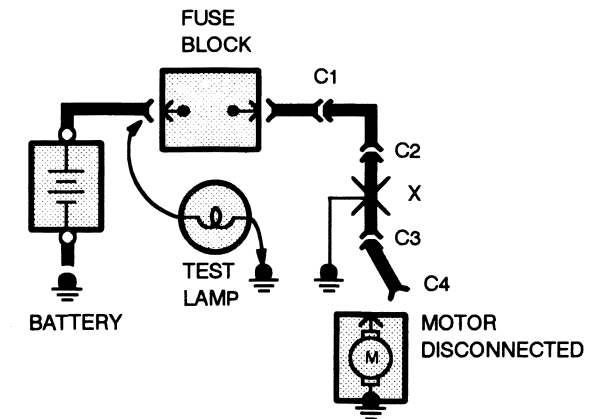


Figure 5—Short Check

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HOW TO FIND ELECTRICAL CONCERNS (CONTINUED)

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 (Connector C4 in Figure 5)
 - Lights: remove bulbs.
3. Turn the Ignition Switch to RUN (if necessary) to power fuse.
4. Connect one Test Lamp lead to the hot end of the blown fuse. Connect the other lead to ground. The 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 lamp lead that is connected to ground, and reconnect it to the load side of the fuse at the connector of the disconnected component. (In Figure 5, connect the test lamp lead to connector C4.)
 - If the Test Lamp is off, the short is in the disconnected component.
 - If the Test Lamp 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 Lamp goes out. For

example, in figure 5 with a ground at X, the bulb goes out when C1 or C2 is disconnected, but not after disconnecting C3. This means the short is between C2 and C3.

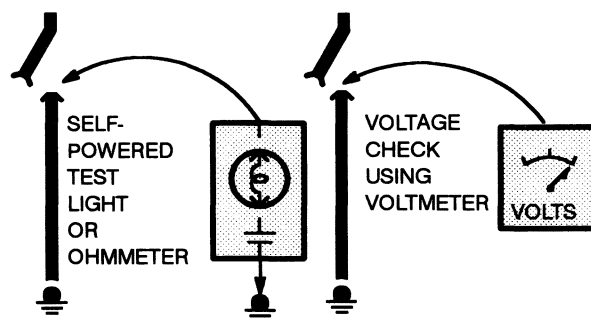


Figure 6—Ground Check

Turn on power to the circuit. Perform a Voltage Check between the suspected inoperative ground and the frame. Any indicated voltage means that the ground is inoperative (Figure 6).

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

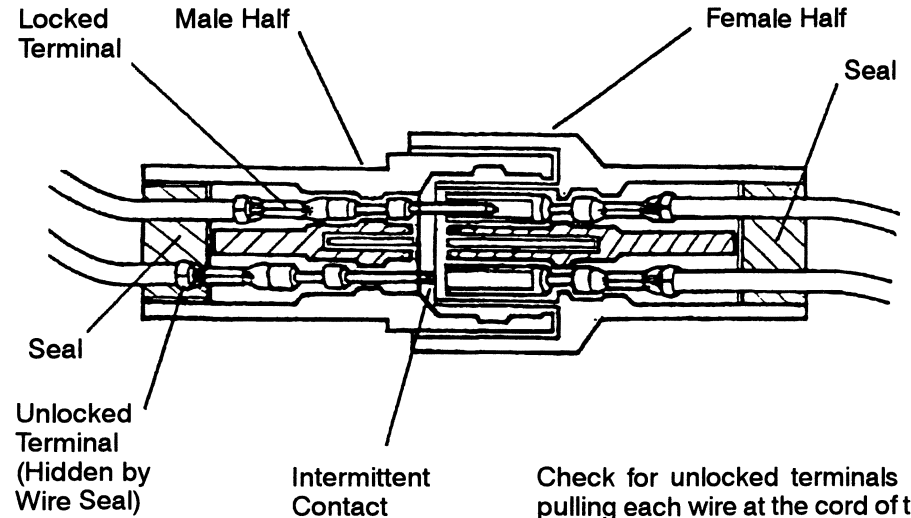
The circuit schematics in this manual make it easy to identify common points in circuits. This knowledge can help narrow the concern to a specific area. For example, if several circuits fail at the same time, check for a common power or ground connection (See *Power Distribution or Grounds*). If part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

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

TROUBLESHOOTING WIRING HARNESS AND CONNECTOR HIDDEN CONCERNS

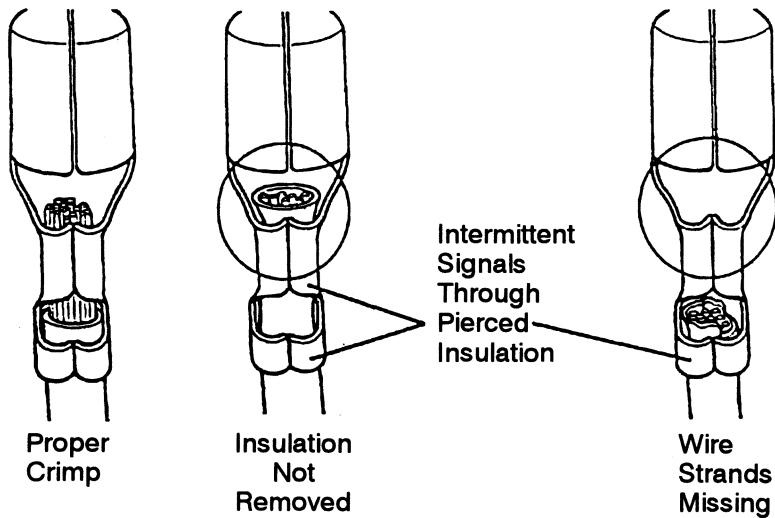
The following illustrations are known examples of wiring harness, splices and connectors that will create intermittent electrical concerns. The concerns are hidden and can only be discovered by a physical evaluation as shown in each illustration.

NOTE: When servicing gold plated terminals in a connector, only replace with gold plated terminals designed for that connector.

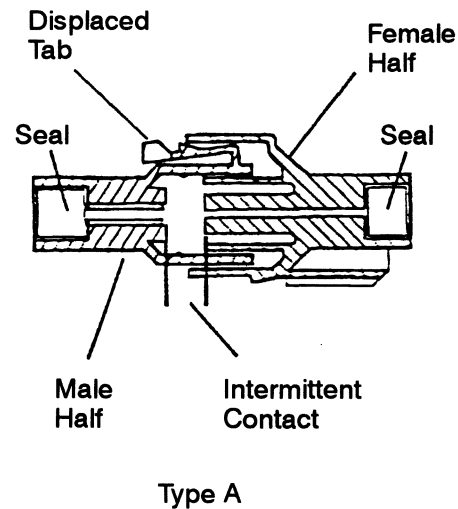


Check for unlocked terminals by pulling each wire at the cord of the connector

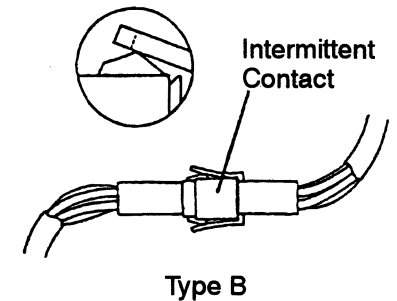
TERMINAL NOT PROPERLY SEATED



DEFECTIVE INSULATION STRIPPING



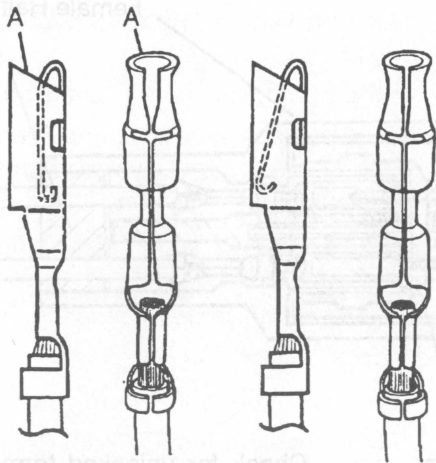
Lock may be displaced into an unlocked position; pull on the connector to verify the lock.



PARTIALLY MATED CONNECTORS

2-7 HOW TO USE THIS MANUAL

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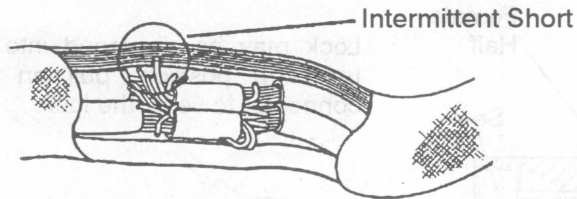


Enlarged

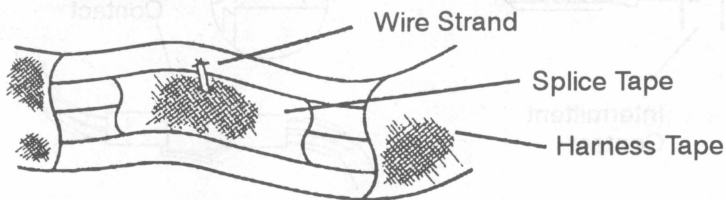
Normal

Any probe entering the terminal may enlarge the contact spring opening creating an intermittent signal. Insert the correct mating terminal (Location A) from the service kit and feel for a loose fit.

DEFORMED (ENLARGED) FEMALE TERMINALS

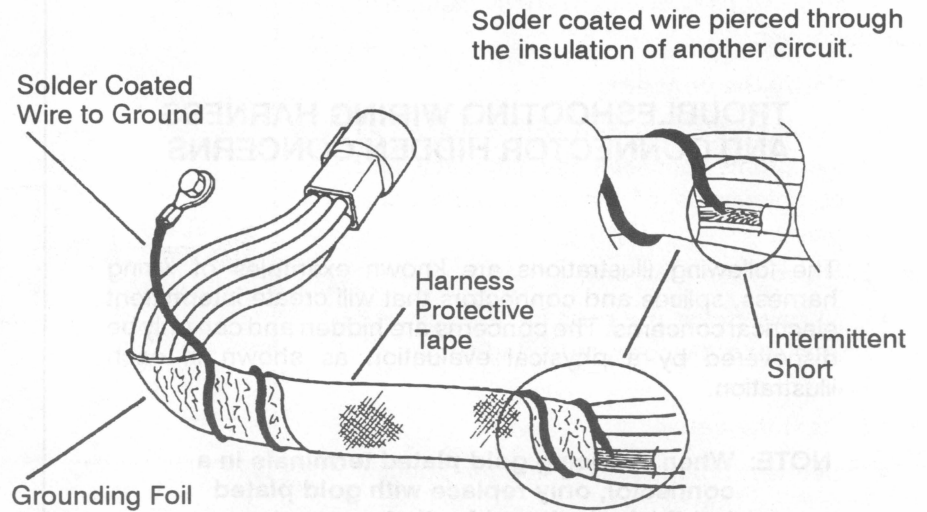


Splice Tape Removed



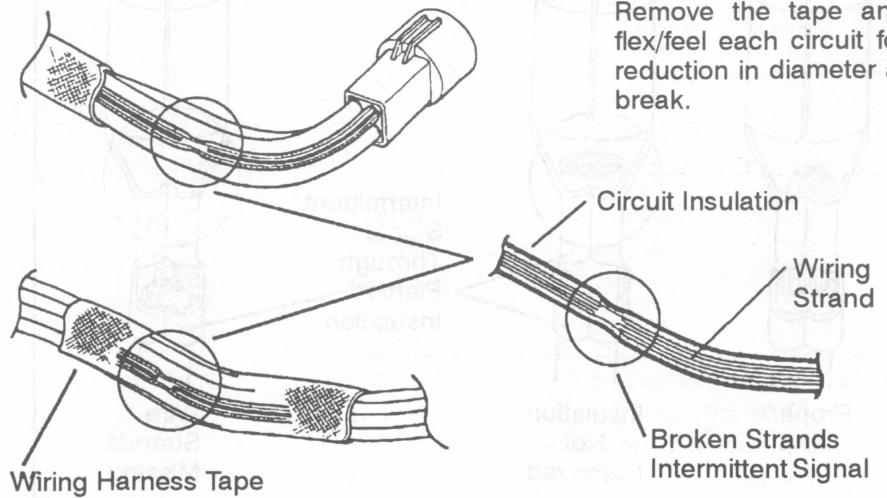
Splice Covered

ELECTRICAL SHORT WITHIN THE HARNESS



Solder coated wire pierced through the insulation of another circuit.

ELECTRICAL SHORT INSIDE THE HARNESS



Remove the tape and flex/feel each circuit for reduction in diameter at break.

BROKEN WIRE STRANDS IN HARNESS

HOW TO FIND THE VACUUM CONCERNS

These six steps present an orderly method of troubleshooting.

Step 1. Verify the concern.

- Operate the system and observe all symptoms to check the accuracy and completeness of the customer's complaint.

Step 2. Narrow the concern.

- Narrow down the possible causes and location of the concern to pinpoint the exact cause.

Step 3. Test the cause.

- Use test procedures to find the specific cause of the symptoms.

Step 4. Verify the cause.

- Confirm that you have found the right cause by operating the parts of the circuit you think are good.

Step 5. Make the repair.

- Repair or replace the inoperative component.

Step 6. Verify the repair.

- Operate the system as in Step 1. Check that your repair has removed all symptoms without creating any new symptoms.

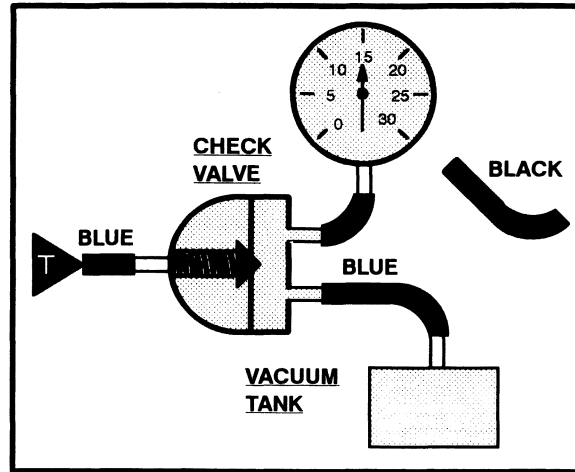


Figure 1 - System Supply Test

Vacuum Supply Test

- Connect Vacuum Tester to system side of Check Valve (Figure 1).
- Start engine. Gauge should show approximately 15 inches of vacuum.
- Turn off engine, and observe gauge:
 - If vacuum holds, supply OK.
 - If vacuum fails, replace Check Valve or Tank.

Leak Test

- Connect Vacuum Gauge and Vacuum Pump (Figure 2) to system hose in place of tank.
- Open valve and start pump. Operate control in all modes.
- Listen for hiss and observe gauge.

NOTE: Hissing is normal at Function Control when changing modes.

If system hisses or loses vacuum, find system leak as follows:

- Turn on Vacuum Pump and check vacuum build-up.
- Stop pump; vacuum should drop.
- Clamp supply hoses with needlenose pliers, one at a time, until vacuum stops dropping (Figure 2).
- Check vacuum schematic to find components in that line.
- Clamp hoses through circuit to find leak.

Component Test

- Connect Vacuum Tester to component.
- Pump Vacuum Tester. Check that all components operate correctly and vacuum holds.
- Replace components if vacuum does not hold.

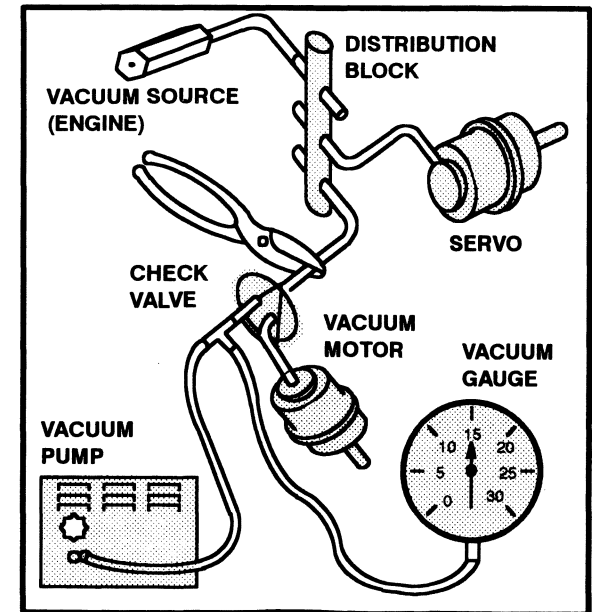


Figure 2 - Testing For Leaks In Typical Vacuum System

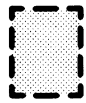
NOTE: Vacuum system problems fall into three groups:

- Leaks in hoses, connectors, or motor diaphragms.
- Pinched lines or clogged valves.
- Inoperative parts driven by vacuum motors.

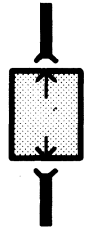
2-9 HOW TO USE THIS MANUAL

1997 MUSTANG

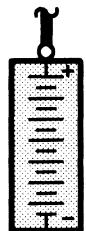
ELECTRICAL SYMBOLS



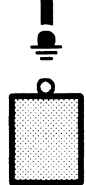
DASHED COMPONENT BOX
ONLY PART OF THE COMPONENT IS SHOWN ON THE PAGE; THE COMPONENT IS SHOWN COMPLETE IN ANOTHER LOCATION



COMPONENT WITH CONNECTORS



BATTERY



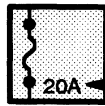
SCREW TERMINAL ON COMPONENT

SOLID STATE

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

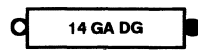


GROUND CONNECTION



FUSE

CURRENT RATING



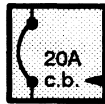
FUSIBLE LINK

WIRE SIZE AND COLOR



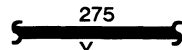
MAXI-FUSE or FUSIBLE LINK CARTRIDGE

CURRENT RATING

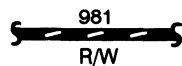
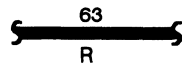


CIRCUIT BREAKER

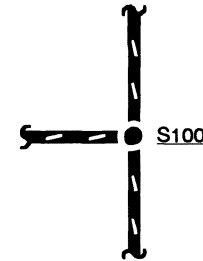
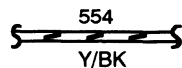
CURRENT RATING



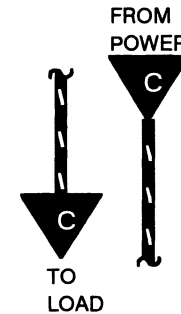
SOLID WIRE



STRIPED WIRE



SPLICE OR CRIMP TERMINAL

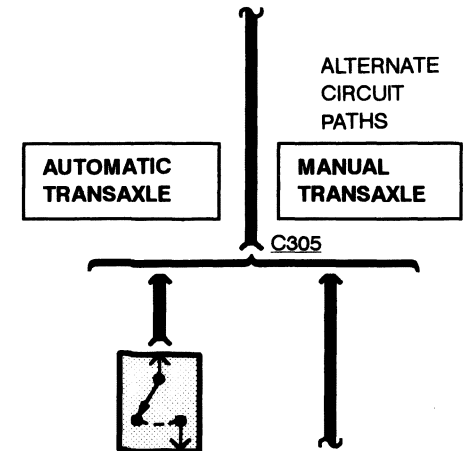


"CUT" WIRES REFERENCED BETWEEN PAGES
ARROWS SHOW CURRENT FLOW FROM POWER TO GROUND

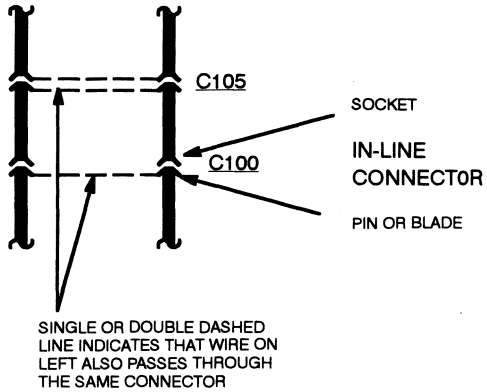


BACKUP LIGHTS

"REFERENCE" WIRES
COMPLETE WIRING SHOWN ON ANOTHER PAGE



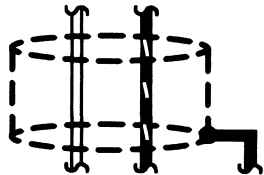
ELECTRICAL SYMBOLS



SEE GROUNDS
PAGES 10-1, 10-2



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



SHIELD WIRE
WIRES ARE COVERED BY A SHIELD



FIELD COIL OR CHOKE



MOTOR



HEATING ELEMENT



THERMISTOR



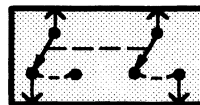
RHEOSTAT OR POTENTIOMETER



SOLENOID



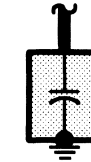
SWITCH



GANGED SWITCHES
CONTACTS MOVE AT THE SAME TIME



DIODES
CURRENT FLOWS IN DIRECTION OF ARROW ONLY



CAPACITOR



TRANSISTOR



GAUGE



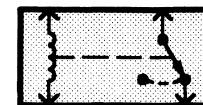
LIGHT BULB



LIGHT EMITTING DIODE (LED)



DUAL FILAMENT LIGHT BULB

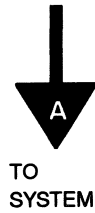
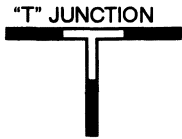


RELAY
CONTACTS CHANGE POSITION WITH CURRENT THROUGH COIL

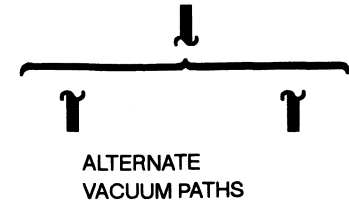
2-11 HOW TO USE THIS MANUAL

1997 MUSTANG

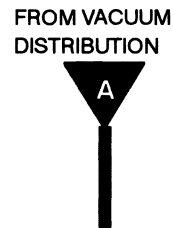
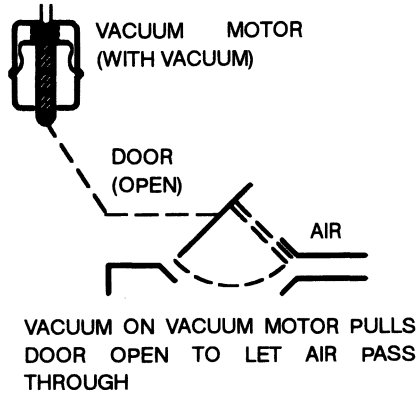
VACUUM SYMBOLS



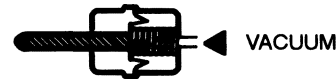
"CUT" HOSES REFERENCED BETWEEN PAGES
ARROW SHOWS FITTING TO COMPONENT



NOTE
Other vacuum symbols used on vacuum system diagrams are fully explained on those pages.

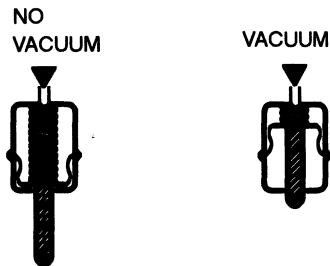


SERVO MOTOR



VACUUM MOTOR OPERATIONS

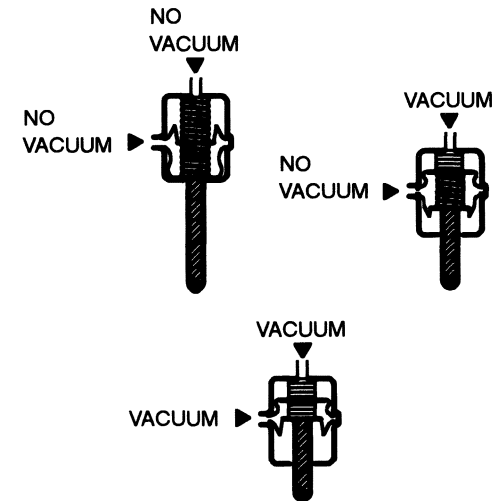
SINGLE DIAPHRAGM MOTOR



Vacuum motors operate like electrical solenoids, mechanically pushing or pulling a shaft between two fixed positions. When vacuum is not applied, the shift is pushed all the way out by a spring.

Some vacuum motors, such as the Servo Motor in the Speed Control, can position the actuating arm at any position between fully extended and fully retracted. The Servo is operated by a control valve that applies varying amounts of vacuum to the motor. The higher the vacuum level, the greater the retraction of the motor arm. Servo Motors work nearly the same way as two-position motors, except for the way the vacuum is applied. Servo Motors are generally larger and provide a calibrated control.

DOUBLE DIAPHRAGM MOTOR

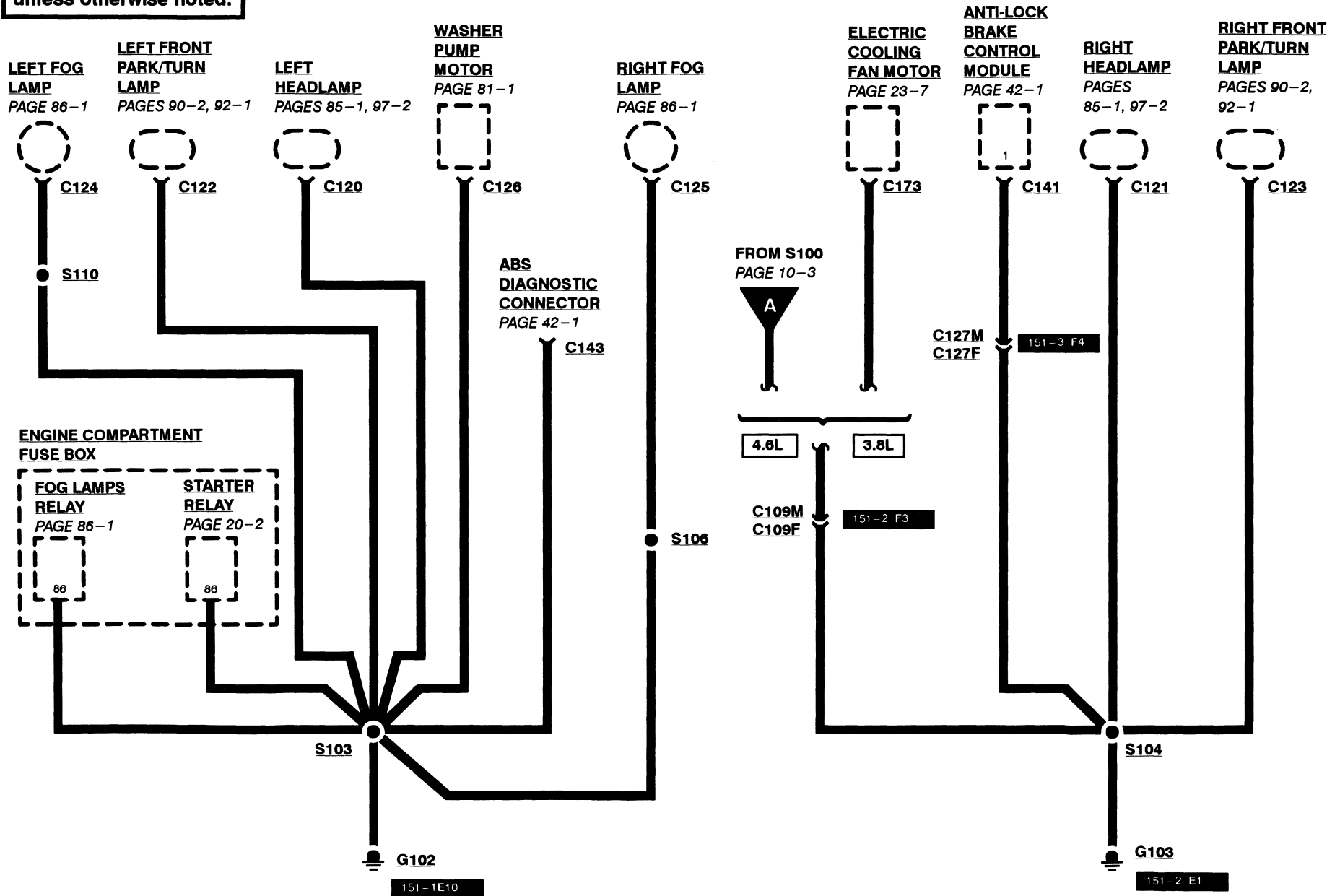


A double diaphragm motor has three positions (it is actually two motors in one housing). When the top port gets vacuum, the shaft pulls halfway in. When both ports get vacuum, the shaft pulls all the way in.

10-1 GROUNDS

1997 MUSTANG

All wires are 57 (BK)
unless otherwise noted.



All wires are 57 (BK) unless otherwise noted.

3.8L

POWERTRAIN CONTROL MODULE (PCM)
PAGE 23-1

INSTRUMENT CLUSTER
PAGE 60-2

SPEED CONTROL AMPLIFIER
PAGE 31-1

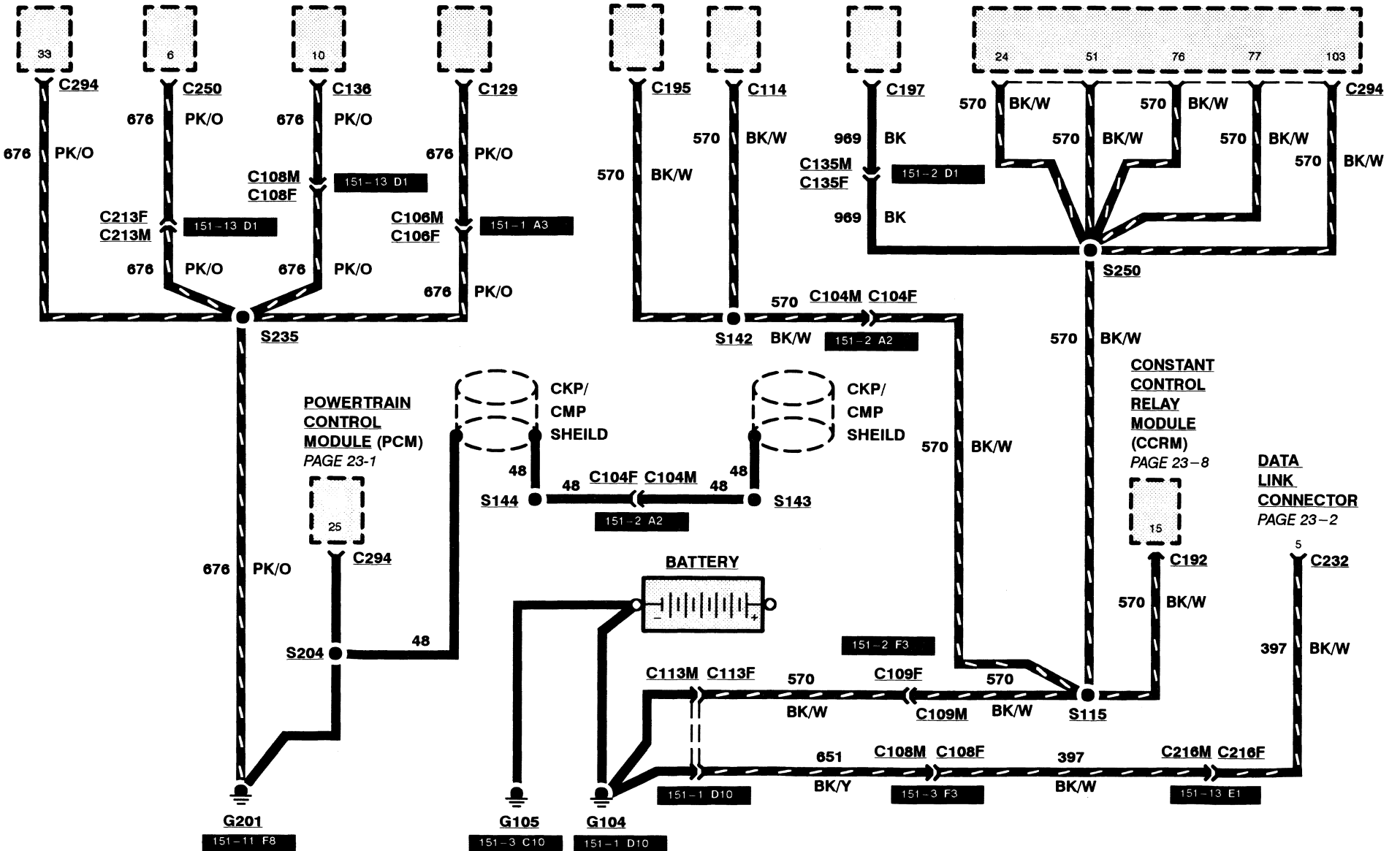
VEHICLE SPEED SENSOR (VSS)
PAGE 64-1

EVAPORATIVE EMISSION (EVAP) PURGE FLOW SENSOR
PAGE 23-2

CAMSHAFT POSITION (CMP) SENSOR
PAGE 23-3

MASS AIR FLOW (MAF) SENSOR
PAGE 23-1

POWERTRAIN CONTROL MODULE (PCM)
PAGE 23-1



10-3 GROUNDS

1997 MUSTANG

4.6L

All wires are 57 (BK) unless otherwise noted.

POWERTRAIN CONTROL MODULE (PCM)
PAGES 24-1, 25-1

INSTRUMENT CLUSTER
PAGE 60-2

VEHICLE SPEED SENSOR (VSS)
PAGE 64-1

SPEED CONTROL AMPLIFIER
PAGE 31-1

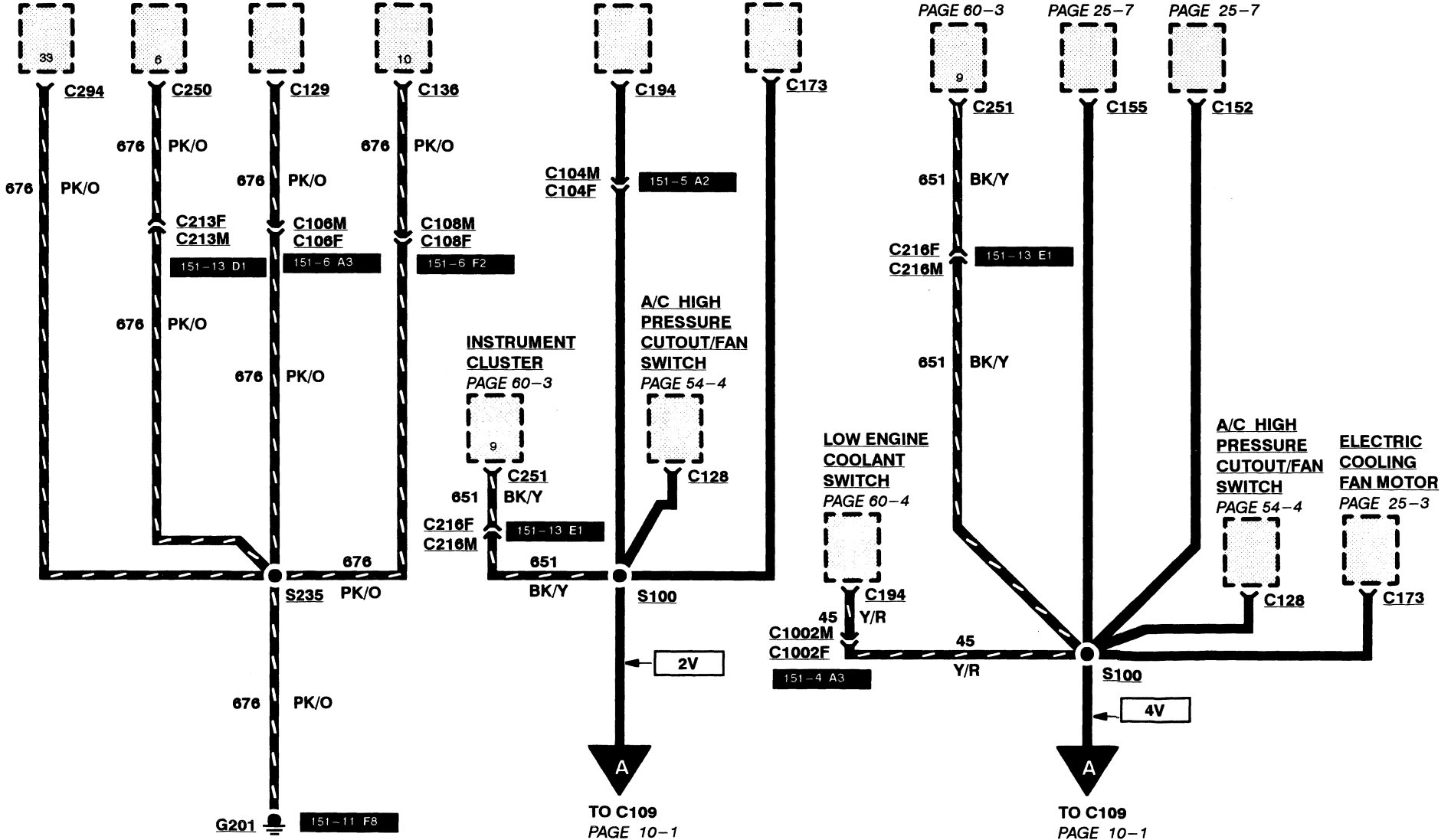
LOW ENGINE COOLANT SWITCH
PAGE 60-4

ELECTRIC COOLING FAN MOTOR
PAGE 24-9

INSTRUMENT CLUSTER
PAGE 60-3

AIR INJECTION REACTION (AIR) RELAY
PAGE 25-7

AIR INJECTION REACTION (AIR) PUMP
PAGE 25-7

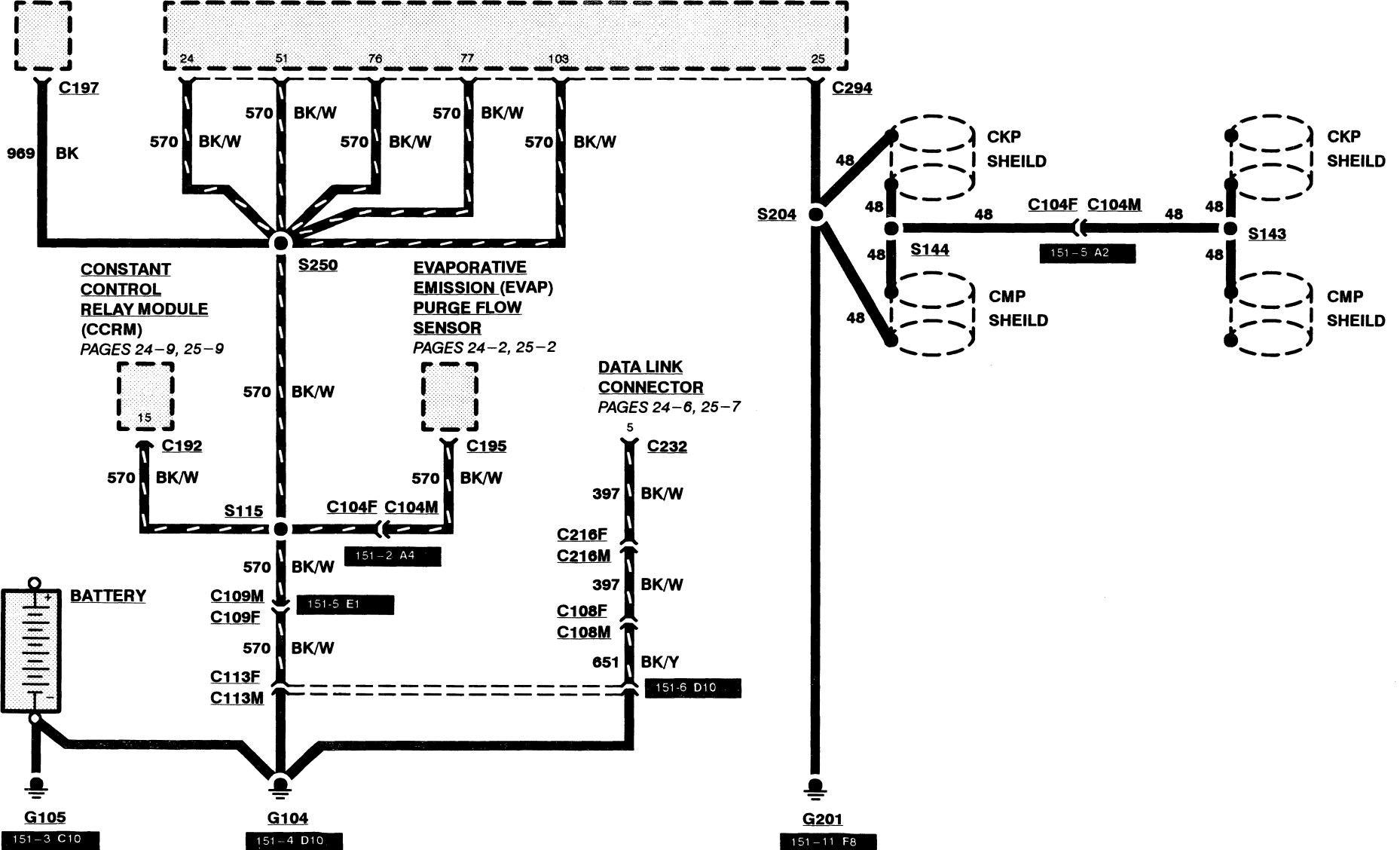


4.6L

All wires are 57 (BK) unless otherwise noted.

MASS AIR FLOW (MAF) SENSOR
PAGES 24-1, 25-1

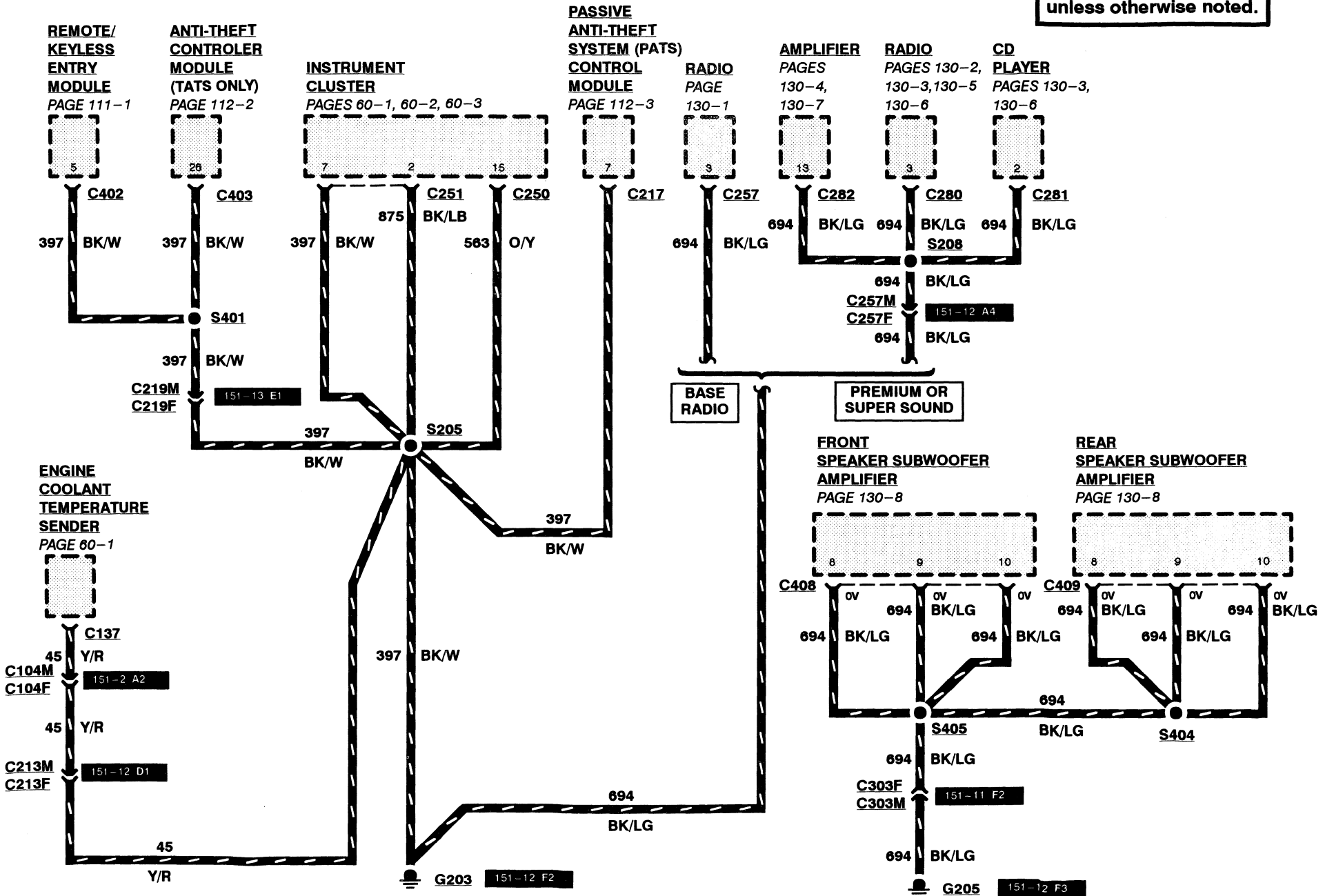
POWERTRAIN CONTROL MODULE (PCM)
PAGES 24-1, 25-1



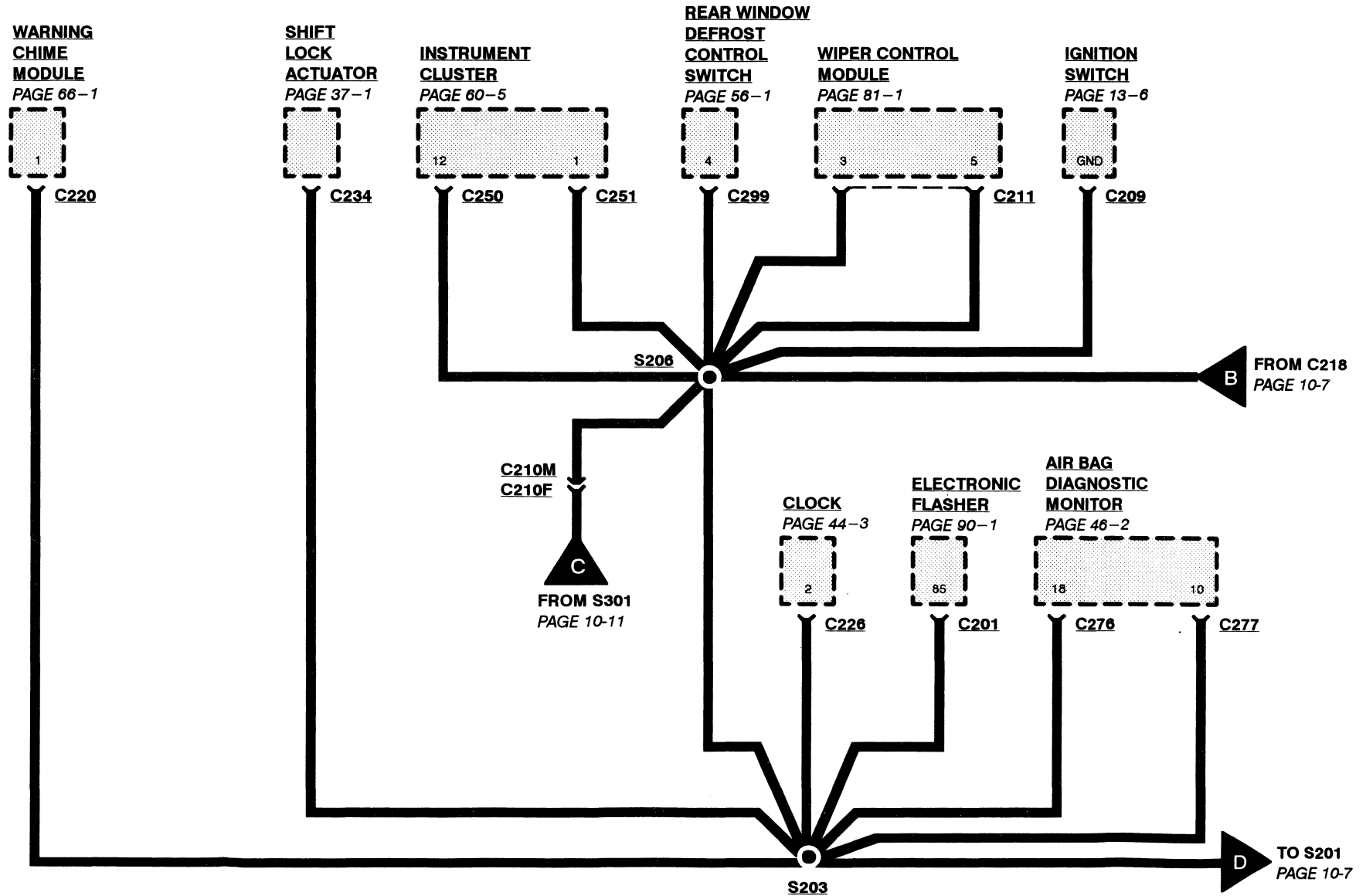
10-5 GROUNDS

1997 MUSTANG

All wires are 57 (BK) unless otherwise noted.



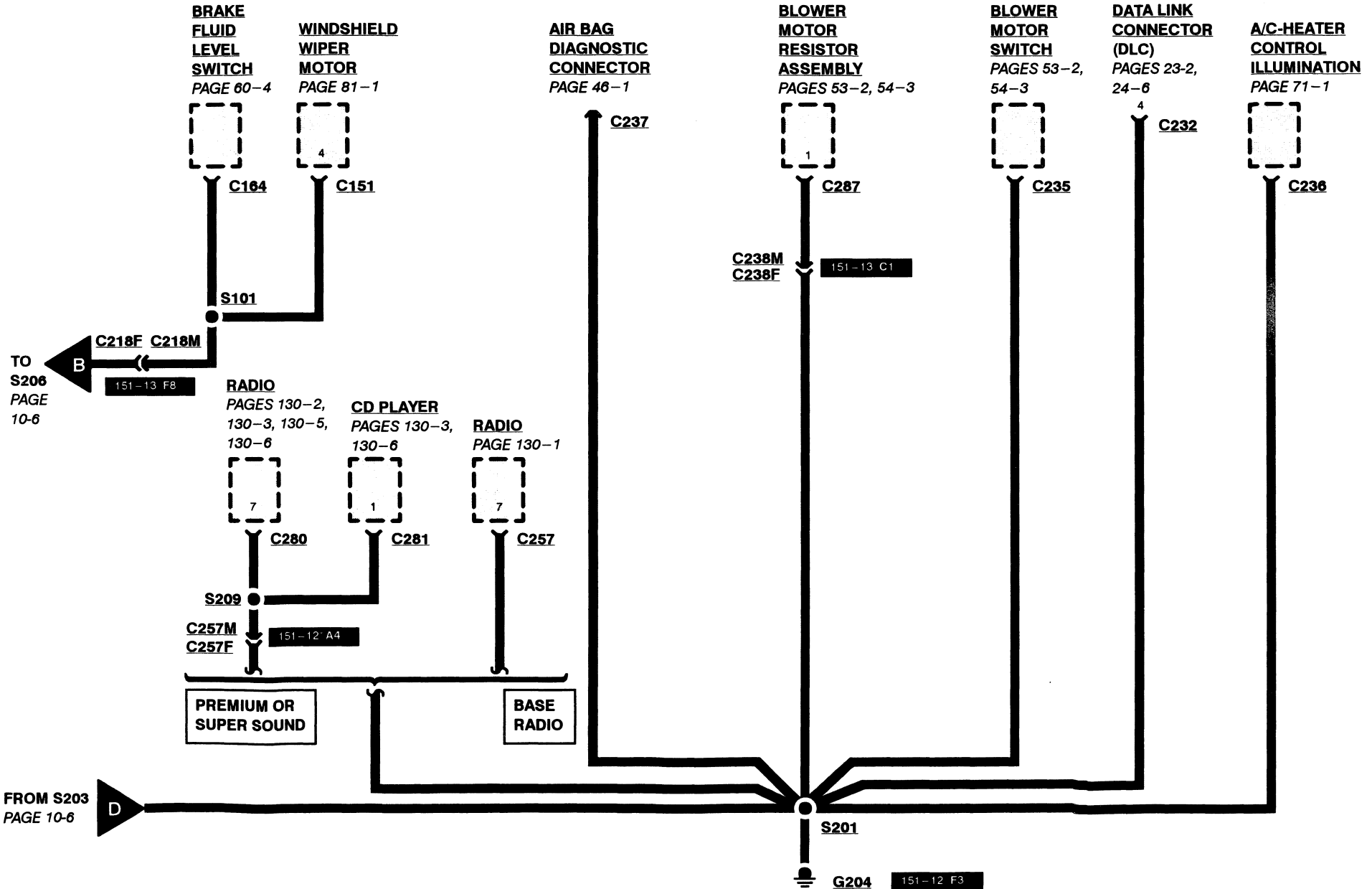
All wires are 57 (BK)
unless otherwise noted.



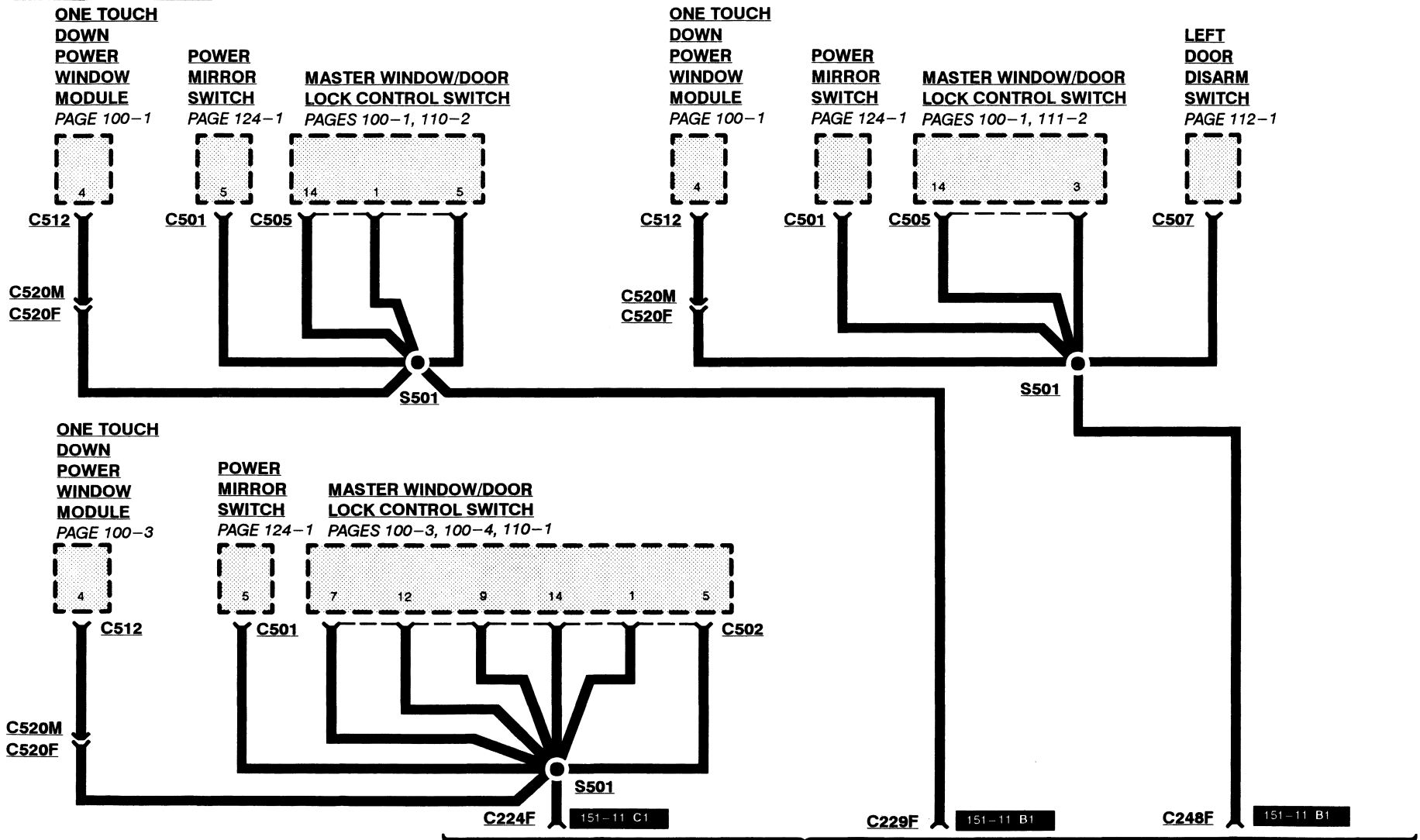
10-7 GROUNDS

1997 MUSTANG

All wires are 57 (BK)
unless otherwise noted.



All wires are 57 (BK) unless otherwise noted.



COUPE WITH POWER WINDOWS/
DOOR LOCKS WITHOUT REMOTE
KEYLESS ENTRY

↓
E
TO S301
PAGE 10-11

CONVERTIBLE WITH
POWER WINDOWS/
DOOR LOCKS WITH-
OUT REMOTE/KEY-
LESS ENTRY

CONVERTIBLE WITH
POWER WINDOWS/
DOOR LOCKS, RE-
MOTE/KEYLESS ENTRY,
AND/OR ANTI-THEFT

10-9 GROUNDS

1997 MUSTANG

All wires are 57 (BK) unless otherwise noted.

RIGHT DOOR DISARM SWITCH
PAGE 112-1

RIGHT WINDOW/DOOR LOCK CONTROL SWITCH
PAGE 111-2

C607M
C607F

151-15 A6

C602

C203F
C203M

151-11 A8

TO C208
PAGE 10-10

TO S302
PAGE 10-10

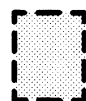
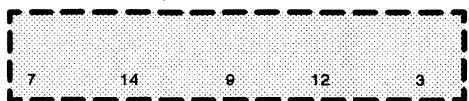
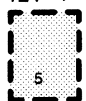
POWER MIRROR SWITCH
PAGE 124-1

ONE TOUCH DOWN POWER WINDOW MODULE
PAGE 100-3

MASTER WINDOW/DOOR LOCK CONTROL SWITCH
PAGES 100-3, 100-4, 111-2

LEFT DOOR DISARM SWITCH
PAGE 112-1

POWER MIRROR SWITCH
PAGE 124-1



C501

C512

C502

151-15 E1

C501

C520M
C520F

C507M
C507F

S503

S501

C229F

151-11 B1

C224F

151-11 C1

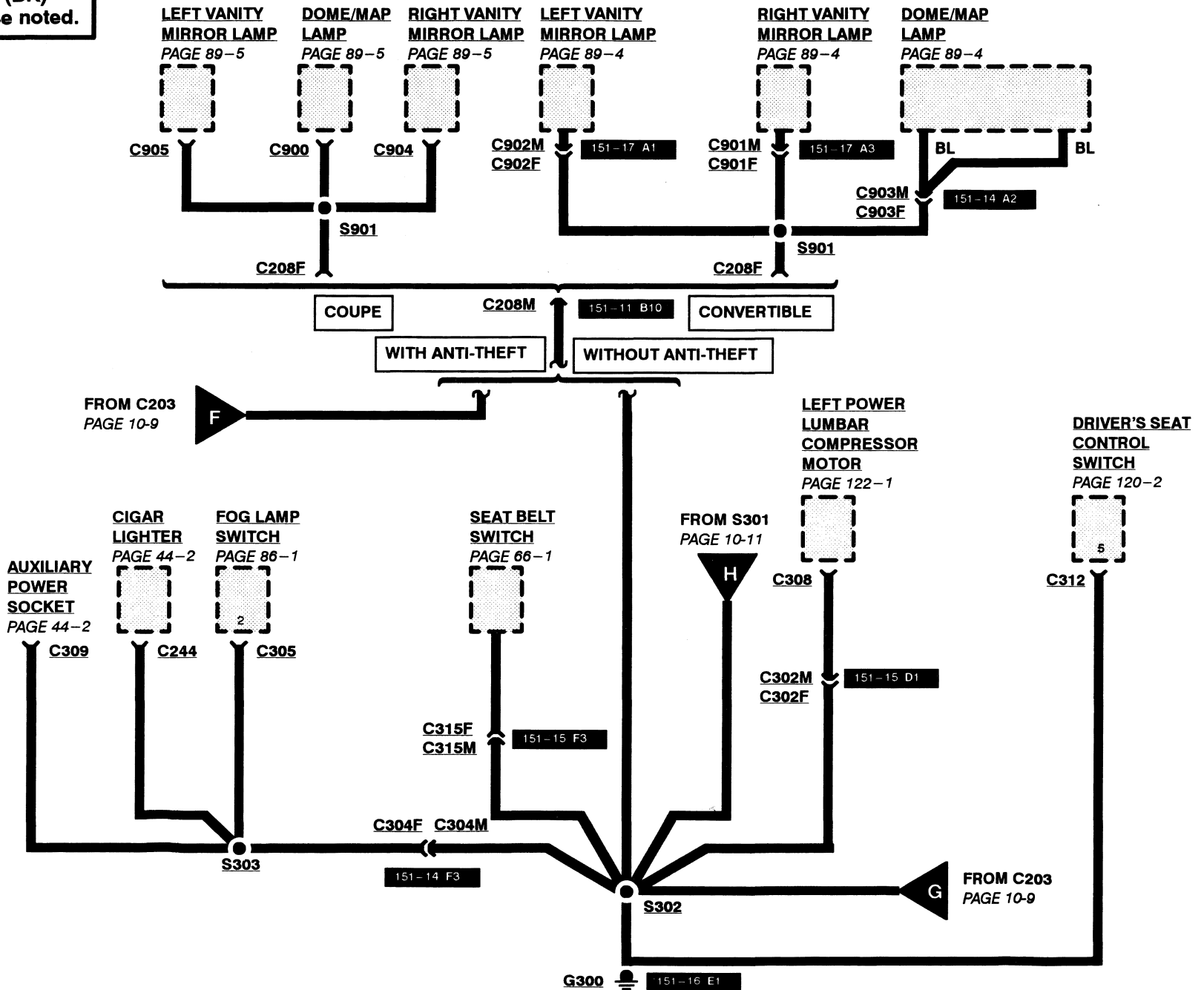
COUPE WITH POWER WINDOWS/DOOR LOCKS WITH REMOTE/KEYLESS ENTRY AND/OR ANTI-THEFT

C224M
C229M

COUPE WITHOUT POWER WINDOWS/DOOR LOCKS

TO S301
PAGE 10-11

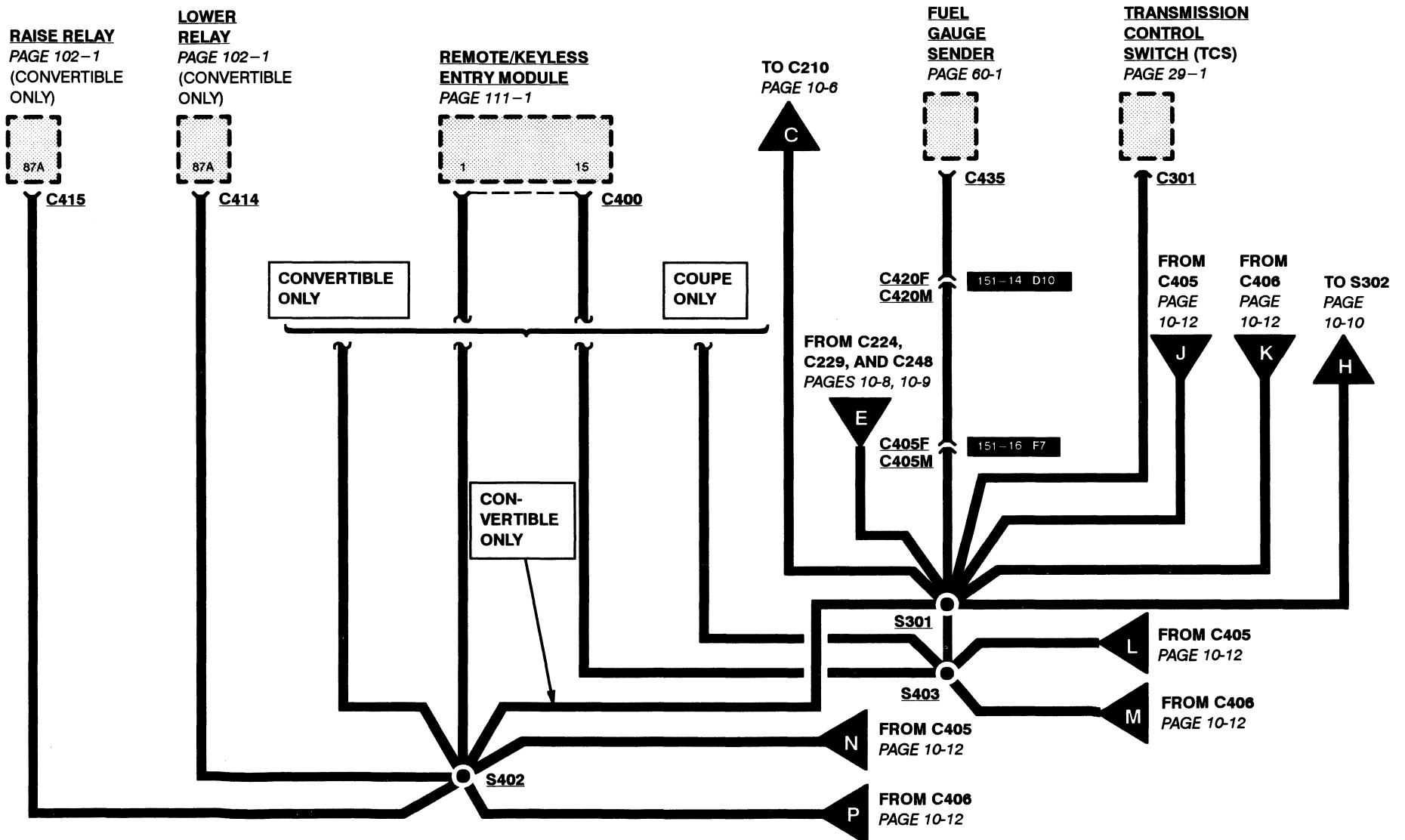
All wires are 57 (BK) unless otherwise noted.



10-11 GROUNDS

1997 MUSTANG

All wires are 57 (BK) unless otherwise noted.



152-33 LOCATION INDEX

1997 MUSTANG

<u>Splice</u>	<u>Location</u>
S100	Engine control sensor harness, near T/O to C145
S101	Body main harness, near T/O to C107
S102	Engine control sensor harness, near T/O to C189
S103	Dash panel to headlamp junction harness, near T/O to G102
S104	Dash panel to headlamp junction harness, near T/O to G103
S106	Dash panel to headlamp junction harness, near T/O to C120
S108	Engine control sensor harness, near T/O to C108
S109	Dash panel to headlamp junction harness, near T/O to C100
S110	Dash panel to headlamp junction harness, near T/O to C124
S111	Dash panel to headlamp junction harness, in T/O to engine compartment fuse box
S115	Engine control sensor harness, near T/O to C145
S116	Engine control sensor harness, near T/O to C145
S119	Engine control sensor harness, near T/O to C128
S121	Engine control sensor harness, near grommet
S122 (3.8L)	Engine control sensor harness, in T/O to C173
S122 (4.6L)	Engine control sensor harness, near T/O to C128
S123 (3.8L)	Fuel charge harness, near T/O to C185
S123 (4.6L)	Engine control harness, near T/O to C104
S124	Fuel charge harness, near T/O to C182
S125 (4R70W Transmission)	Transmission control selector neutral switch harness, near T/O to C132
S125 (T5OD Transmission)	Back up lamp switch to rear lamp feed harness, near T/O to C196
S126 (4R70W Transmission)	Transmission control selector neutral switch harness, near T/O to C132
S126 (T5OD Transmission)	Back up lamp switch to rear lamp feed harness, near T/O to C119
S127	Engine control sensor harness, near grommet
S129 (3.8L)	Fuel charge harness, near T/O to C180
S129 (4.6L)	Engine control harness, near T/O to C180
S130 (3.8L)	Fuel charge harness, near T/O to C186
S130 (4.6L)	Engine control harness, near T/O to C179
S131	Dash panel to headlamp junction harness, near T/O to C112
S132	Fuel charge harness, near T/O to C137
S133	Dash panel to headlamp junction harness, near T/O to C112

<u>Splice</u>	<u>Location</u>
S134	Dash panel to headlamp junction harness, near T/O to C112
S136	Dash panel to headlamp junction harness, near T/O to C127
S137	Engine oil pressure & engine coolant temperature indicator sender harness, near T/O to C131
S138	Engine oil pressure & engine coolant temperature indicator sender harness, near T/O to C131
S139	Engine control sensor extension harness, near T/O to C168
S140	Engine control sensor harness, near T/O to C128
S142	Fuel charge harness, between T/O to C186 and T/O to C177
S143 (3.8L)	Fuel charge harness, near T/O to C195
S143 (4.6L)	Engine control harness, near T/O to C104
S144	Engine control sensor harness, near T/O to C130
S145	Engine control sensor harness, near T/O to C152
S149 (4.6L 2V)	Engine control harness, near T/O to C104
S149 (4.6L 4V)	Engine control harness, in T/O to C1003
S150	Engine control harness, near T/O to C188
S151	Engine control harness, near T/O to C165
S152	Engine control harness, near T/O to C182
S153	Engine control harness, near T/O to C160
S154	Engine control sensor harness, near T/O to C152
S155	Engine control sensor harness, near T/O to C152
S162	Engine control harness, near T/O to C179
S163	Engine control harness, near T/O to C186
S168	Engine control sensor extension harness, near T/O to C1005
S201	Main harness, near T/O to G203 & G204
S203	Main harness, near T/O to C232
S204	Engine control sensor harness, near T/O to C259
S205	Main harness, near T/O to C228
S206	Main harness, near T/O to C228
S207	Body main harness, near T/O to C259
S208	Radio amplifier harness, in T/O to C257
S209	Radio amplifier harness, near T/O to C280
S210	Main harness, near T/O to C210
S212	Radio amplifier harness, near T/O to C252
S213	Main harness, near T/O to C237
S214	Main harness, near T/O to C228

152-35 LOCATION INDEX

1997 MUSTANG

<u>Splice</u>	<u>Location</u>
S215	Main harness, near T/O to C209
S216	Main harness, near T/O to C209
S218	Main harness, near T/O to C226
S219	Body main harness, near T/O to C212
S220	Main harness, near T/O to C288
S221	Main harness, near T/O to C299
S222	Radio amplifier harness, near T/O to C280
S223	Body main harness, near T/O to C253
S224	Main harness, near T/O to C246
S225	Main harness, in T/O to C211
S226	Main harness, in T/O to C226
S227	Main harness, near T/O to C246
S228	Main harness, in T/O to C250
S229	Main harness, near T/O to C226
S230	Main harness, near T/O to C220
S231	Main harness, near T/O to C299
S232	Body main harness, near T/O to C260
S233	Main harness, near T/O to C210
S234	Engine control sensor harness, behind RH side of I/P, near grommet
S235	Engine control sensor harness, in T/O to C213 & C216
S237	Body main harness, near T/O to C227
S238	Radio amplifier harness, near T/O to C258
S240	Engine control sensor harness, near grommet
S241	Main harness, in T/O to C240 & C241
S244	Engine control sensor harness, near T/O to C294
S246	Body main harness, near T/O to C255
S247	Main harness, in T/O to C250
S248	Main harness, near T/O to C250
S249	Body main harness, near T/O to C229
S250	Engine control sensor harness, behind RH side of I/P, near grommet
S251	Engine control sensor harness, T/O to C259
S252	Main harness, near T/O to C232
S253	Main harness, near T/O to C232
S254	Main harness, near T/O to C210
S301	Body main harness, near T/O to C300

<u>Splice</u>	<u>Location</u>
S302	Body main harness, near T/O to C301
S303	Console panel harness, near T/O to C309
S305	Console panel harness, in T/O to C305
S306	Body main harness, near T/O to C212
S311	Lumbar harness, below LH front seat
S314	Body main harness, near T/O to C320
S316	Body main harness, near T/O to C304
S317	Body main harness, near T/O to C319
S319	Body main harness, near T/O to C320
S320	Body main harness, near T/O to C212
S401	Body main harness, near T/O to C406
S402	Body main harness, near T/O to C406 & C432
S403	Body main harness, near T/O to C445
S404	Radio amplifier harness, near T/O to C409
S405	Radio amplifier harness, near T/O to C408
S407	Luggage compartment lamp harness, near T/O to C421
S408	Rear lamp harness, near T/O to C420
S409	Near T/O to convertible top motor C438
S410	Body main harness, near T/O to C405
S411	Body main harness, near T/O to C445
S412	Body main harness, in T/O to C404
S413	Body main harness, in T/O to C402
S414	LH rear lamp harness, near T/O to C426
S415	RH rear lamp harness, near T/O to C425
S416	Body main harness, in T/O to C405
S417	Luggage compartment lamp harness, near T/O to C421
S418	Rear lamp harness, in T/O to C405
S419	RH rear lamp harness, near T/O to C427
S420	LH rear lamp harness, near T/O to C424

152-37 LOCATION INDEX

1997 MUSTANG

<u>Splice</u>	<u>Location</u>
S423	Body main harness, in T/O to C405
S424	Body main harness, in T/O to C400
S425	Rear lamp harness, near T/O to C418
S426	Body main harness, near T/O to C406
S427	Body main harness, in T/O to C403 & C404
S428	Body main harness, in T/O to C400
S429	Body main harness, in T/O to C401
S430	Body main harness, in T/O to C401
S431	Radio amplifier harness, near T/O to C441
S432	Radio amplifier harness, near T/O to C408
S433 (Convertible)	Radio amplifier harness, near T/O to C409
S433 (Coupe)	Radio amplifier harness, near T/O to C441
S434 (Convertible)	Radio amplifier harness, near T/O to C325
S434 (Coupe)	Radio amplifier harness, near T/O to C441
S436	Radio amplifier harness, near T/O to C325
S437	Radio amplifier harness, near T/O to C325
S501	LH door window regulator harness, near T/O to C504
S502	LH door window regulator harness, near T/O to C509
S503	LH door window regulator harness, near T/O to C503
S504	LH door window regulator harness, near T/O to C503
S505 (Convertible)	LH door window regulator harness, near T/O to C503
S505 (Coupe)	LH door window regulator harness, near T/O to C501
S506	LH door window regulator harness, near T/O to C511
S510	LH door window regulator harness, near T/O to C501
S602	RH door window regulator harness, near T/O to C611
S603	RH door window regulator harness, near T/O to C611
S901 (Convertible)	Interior lamp feed harness, near T/O to C901
S901 (Coupe)	Interior lamp harness, near T/O to C900
S902 (Convertible)	Interior lamp feed harness, near T/O to C903
S902 (Coupe)	Interior lamp harness, near T/O to C900

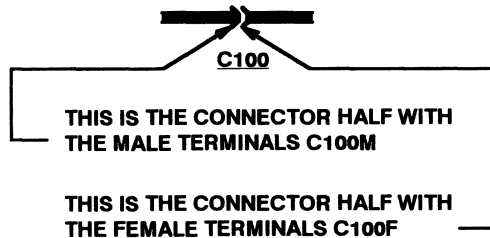
153-1 HARNESS CAUSAL PART NUMBER

1997 MUSTANG

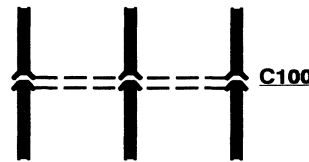
HOW TO IDENTIFY A BASIC HARNESS NUMBER BY USING A "C" NUMBER

Understand these symbols before you use the following listing:

THIS MEANS A HARNESS CONNECTION

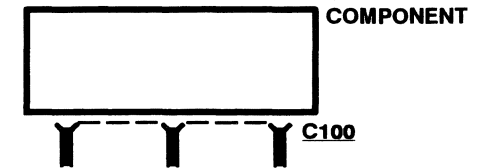


THE DASHED LINE MEANS THAT ALL OF THESE TERMINALS ARE IN THE SAME CONNECTION



THE UPPER FEMALE TERMINALS ARE IN C100F;
THE LOWER MALE TERMINALS ARE IN C100M

THIS MEANS A COMPONENT CONNECTION



THE F AND M IS NOT USED WITH THE "C" NUMBER

Identify the basic harness part number by:

1. If the problem is in a connector, find the connector "C" number in the EVTm schematics. Then locate the "C" number in the following listing and read the basic harness part number.
2. If the problem is **not** in a connector (such as a short or broken wire), then choose a connector **located on the same harness** that has the problem. Identify the "C" number of that connector. Locate the "C" number in the following listing and read the basic part number of the harness that has the problem.

HARNES CAUSAL PART NUMBER 153-2

1997 MUSTANG

<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>
C100 (F)	14290	C119 (M)(T5OD),(T45)	15525	C148	14290	C174 (4.6L-4V)	12B559
C100 (M) (3.8L)	14305	C120	14290	C149	14290	C175	12A581-CA
C100 (M) (4.6L)	12A522	C121	14290	C150	14290	C177 (3.8L)	9D930
C103	PIA	C122	14290	C151	14A005	C177 (4.6L) 2V	12A522
C104 (F)	12A581	C123	14290	C152 (4.6L-4V)	12A581	C177 (4.6L) 4V	12B637
C104 (M) (3.8L)	9D930	C124	14290	C153 (3.8L)	14305	C178 (3.8L)	9D930
C104 (M) (4.6L) 2V .	12A522	C125	14290	C153 (4.6L)	12A522	C178 (4.6L) 2V	12A522
C104 (M) (4.6L) 4V .	12B637	C126	14290	C154 (3.8L)	14305	C178 (4.6L) 4V	12B637
C105 (M)	14290	C127	14290	C154 (4.6L)	12A522	C179 (3.8L)	9D930
C105 (F)	14A005	C128	12A581	C155 (4.6L-4V)	12A581	C179 (4.6L) 2V	12A522
C106 (F)	12A581	C129 (4R70W)	7C078	C156 (4.6L-4V)	12A581	C179 (4.6L) 4V	12B637
C106 (M) (T5OD),(T45)	15525	C129 (T5OD),(T45) ...	15525	C157	14290	C180 (3.8L)	9D930
C106 (M) (4R70W) ...	7C078	C130	12A581	C158	14290	C180 (4.6L) 2V	12A522
C107 (M)	14A005	C131 (F)	10A998	C159 (3.8L)	12A581	C180 (4.6L) 4V	12B637
C107 (F)	14290	C131 (M)	9D930	C159 (4.6L)	12A522	C181 (3.8L)	9D930
C108 (M)	14290	C132	7C078	C160 (4.6L-4V)	12A581	C181 (4.6L) 2V	12A522
C108 (F)	12A581	C133	7C078	C161	15525	C181 (4.6L) 4V	12B637
C109 (M)	12A581	C135 (F)	12A581	C162 (4.6L-4V)	12A581	C182 (3.8L)	9D930
C109 (F)	14290	C135 (M)	12B566	C164	14A005	C182 (4.6L) 2V	12A522
C110	7C078	C136	14290	C165 (3.8L)	9D930	C182 (4.6L) 4V	12B637
C111 (3.8L)	9D930	C137 (3.8L)	9D930	C165 (4.6L) 2V	12A522	C183 (3.8L)	9D930
C111 (4.6L)	12A522	C137 (4.6L)	12A522	C165 (4.6L) 4V	12B637	C183 (4.6L) 2V	12A522
C112 (F)	14290	C138 (3.8L)	9D930	C166 (4.6L-4V)	12B559	C183 (4.6L) 4V	12B637
C112 (M)	14B060	C138 (4.6L)	12A690	C167	12A581	C184 (3.8L)	9D930
C113	7C078	C140 (F)	14290	C168 (3.8L)	10A998	C184 (4.6L) 2V	12A522
C114 (3.8L)	9D930	C140 (M)	PIA	C168 (4.6L)	12A690	C184 (4.6L) 4V	12B637
C114 (4.6L)	12A522	C141	PIA	C169 (3.8L)	10A998	C185 (3.8L)	9D930
C116	PIA	C142	PIA	C169 (4.6L)	12A690	C185 (4.6L) 2V	12A522
C118 (3.8L)	9D930	C143	14290	C170	14290	C185 (4.6L) 4V	12B637
C118 (4.6L)	12A522	C144	14290	C171 (3.8L)	12B566	C186 (3.8L)	9D930
C119 (M)(4R70W)	7C078	C145	12A581	C171 (4.6L)	12A581	C186 (4.6L) 2V	12A522
C119 (F)	12A581	C147	9D930	C173	12A581	C186 (4.6L) 4V	12B637

153-3 HARNESS CAUSAL PART NUMBER

1997 MUSTANG

<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>
C187 (4.6L) 2V	12A522	C210 (M)	14401	C236	14401	C274	19B113
C187 (4.6L) 4V	12B637	C211	14401	C237	14401	C275 (F)	19B113
C188 (4.6L) 2V	12A522	C212 (F)	14A005	C238 (F)	14401	C275 (M)	19B113
C188 (4.6L) 4V	12B637	C212 (M)	14401	C238 (M)	18C629	C276	14401
C189	12A581	C213 (F)	14401	C240	13B319	C277	14401
C192	12A581	C213 (M)	12A581	C241	13B319	C278	19B113
C193 (4R70W)	7C078	C216 (F)	14401	C242	14A005	C279	19B113
C193 (3.8L)(T5OD)	15525	C216 (M)	12A581	C243	PIA	C280	19B113
C193 (4.6L) (T45)	15525	C217	14401	C244	14B079	C281	19B113
C194	12A522	C218 (F)	14401	C245	14B079	C282	19B113
C195 (3.8L)	9D930	C218 (M)	14A005	C246	14401	C283	19B113
C195 (4.6L) 2V	12A522	C219 (F)	14401	C248 (F)	14631	C284	19B113
C195 (4.6L) 4V	12B637	C219 (M)	14A005	C248 (M)	14A005	C285	14401
C196 (4R70W)	7C078	C220	14401	C250	14401	C288 (F)	13B319
C196 (3.8L)(T5OD)	15525	C221	14401	C251	14401	C288 (M)	14401
C196 (4.6L)(T45)	15525	C224 (F)	19A044	C252 (F)	19B113	C294	12A581
C197 (3.8L)	12B566	C224 (F)	14631	C252 (M)	14401	C299	14401
C197 (4.6L)	12A581	C224 (M)	14A005	C253 (F)	12638	C301	14A005
C201	14401	C225 (F)	14631	C253 (M)	14A005	C302 (M)	14B084
C204 (F)	14630	C225 (M)	14A005	C255	14A005	C302 (F)	14A005
C204 (M)	14A005	C226	14401	C257 (M)	19B113	C303 (F)	19B113
C203 (F)	14630	C227 (F)	14631	C257 (F)	14401	C303 (M)	19B113
C203 (M)	14A005	C227 (M)	14A005	C258 (M)	19B113	C304 (F)	14B079
C205 (F)	19A041	C228	14401	C258 (F)	14401	C304 (M)	14A005
C205 (F)	14630	C229 (F)	14631	C259 (F)	12A581	C305	14B079
C205 (M)	14A005	C229 (M)	14A005	C259 (M)	14A005	C308	14B084
C207 (F)	14630	C230	14401	C260 (F)	9D821	C309	14B079
C207 (M)	14A005	C231	14401	C260 (M)	14A005	C310 (F)	14B723
C208 (F)(Convert.)	14335	C232	14401	C261	14A005	C310 (M)	14B084
C208 (F)(Coupe)	14334	C233 (F)	14401	C262	PIA	C311	PIA
C208 (M)	14A005	C233 (M)	PIA	C270	14401	C312	PIA
C209	14401	C234	14401	C271	14401	C313	14B084
C210 (F)	14A005	C235	14401	C272	PIA	C315	14A005

HARNES CAUSAL PART NUMBER 153-4

1997 MUSTANG

<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>	<u>Connector Number</u>	<u>Wire Assembly</u>
C317	14B079	C418 (M)	14405	C445	14A005	C903	14335
C318	14A005	C419 (F)	13407	C501	19A044	C904	14334
C319	14A005	C419 (M)	14405	C501	14631	C905	14334
C320	14A005	C420 (M)	14405	C502	14631	C1000	14630
C321	14A005	C420 (F)	9A340	C503	19A044	C1001	19A041
C322	14A005	C421	19B516	C503	14631	C1002 (F) (4.6L-4V)	12A581
C323	14A005	C422	13410	C504	14631	C1002 (M) (4.6L-4V)	12A522
C324	14A005	C423	13407	C505	14631	C1003 (4.6L-4V) ...	12A522
C325 (F)	19B113	C424	13410	C507	14631	C1003 (4.6L) 4V	12B637
C325 (M)	14A005	C425	13407	C508	19A044	C1004 (F) (4.6L-4V)	12A522
C326	14A005	C426	13410	C508	14631	C1004 (M) (4.6L-4V)	12B559
C327	19B113	C427	13407	C509	14631	C1004 (F) (4.6L) 4V ..	12B637
C400	14A005	C428	13410	C510	19A044	C1005 (F) (4.6L)	12A690
C401	14A005	C429	13407	C510	14631	C1005 (M) (4.6L) 2V .	12A522
C402	14A005	C431	9A340	C511	14631	C1005 (M) (4.6L) 4V .	12B637
C403	14A005	C432 (F)(Coupe)	18C618	C512	PIA	C1006 (3.8L)	14305
C404	14A005	C432 (F)(Convert.) ..	18C619	C520 (F)	14631	C1006 (4.6L)	12A522
C405 (F)	14405	C432 (M)	14A005	C520 (M)	PIA	C1111	12A522
C405 (M)	14A005	C433 (Coupe)	18C618	C602	14630		
C406 (F)	19B516	C433 (Convert.)	18C619	C603	19A041		
C406 (M)	14A005	C434	18C620	C603	14630		
C408	19B113	C435	9A340	C604	14630		
C409	19B113	C436	14A005	C607	14630		
C410	19B516	C437	14A005	C608	19A041		
C411	19B516	C438	14A005	C608	14630		
C412	19B516	C439	19B113	C609	14630		
C413	19B516	C440	19B113	C610	19A041		
C414	14A005	C441 (F)	19B113	C610	14630		
C415	14A005	C441 (M)	PIA	C611	14630		
C416	19B516	C442	PIA	C900	14334		
C417	14405	C443	PIA	C901	14335		
C418 (F)	13410	C444	14A005	C902	14335		

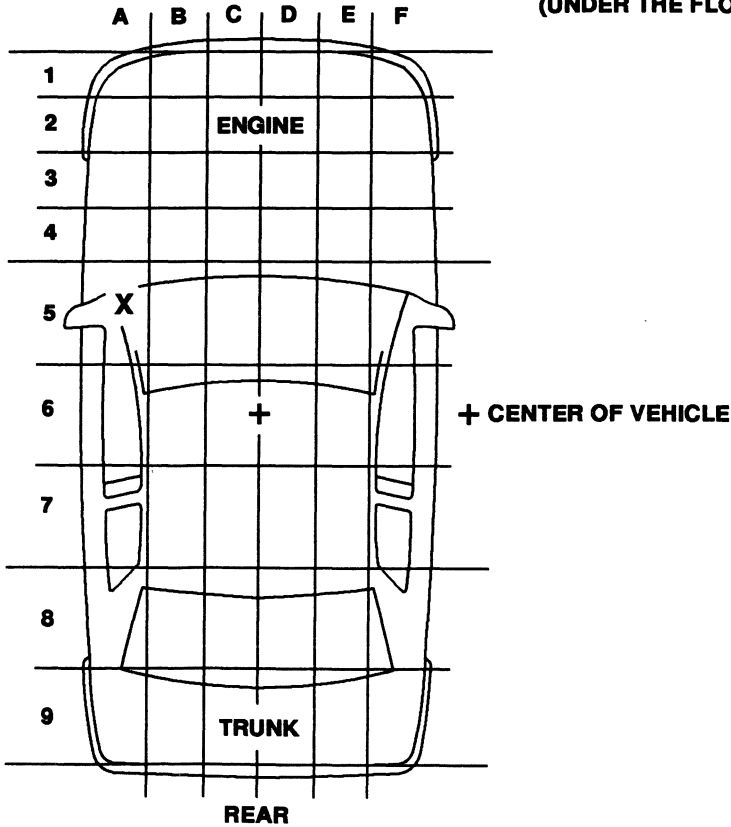
VEHICLE REPAIR LOCATION CODES

TO PINPOINT THE ACTUAL VEHICLE LOCATION OF A REPAIR THE VEHICLE REPAIR LOCATION CODE IS REQUIRED.

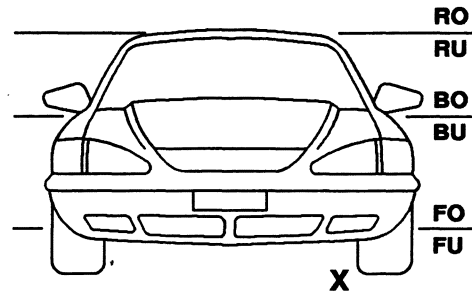
FOR EXAMPLE, AN "X" HAS BEEN PLACED IN THE QUADRANT OF THE VEHICLE DIAGRAMS INDICATING THE LOCATION OF THE REPAIR. SEE DIAGRAMS.

LOCATION CODE, FOR THE EXAMPLE IS: **A5/FU** - (UNDER THE FLOOR OF THE DRIVER'S LEFT FOOT.)

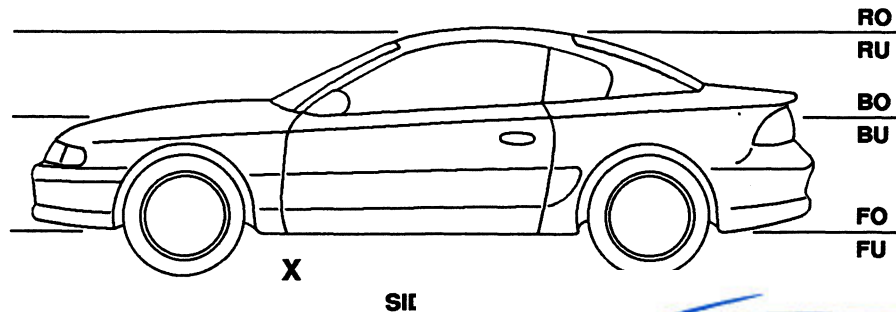
FRONT/REAR DIRECTION
FRONT



OVER/UNDER DIRECTION



- R = ROOF LINE
- RO = ROOF OVER
- RU = ROOF UNDER
- B = BELT LINE
- BO = BELT OVER
- BU = BELT UNDER
- F = FLOOR PAN
- FO = FLOOR OVER
- FU = FLOOR UNDER



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