
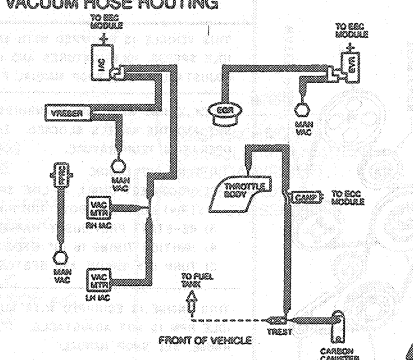


## DESCRIPTION (Continued)

## 49 States

 Ford Motor Company		<b>VEHICLE EMISSION CONTROL INFORMATION</b>	
<p>This vehicle is equipped with electronic engine control systems. Engine idle speed, idle mixture, and ignition timing are not adjustable. See Powertrain Control/Emissions Diagnosis Manual for additional information.</p> <p>To check engine timing set parking brake and block wheels. Engine must be at normal operating temperature, transmission in neutral, and accessories off.</p> <ol style="list-style-type: none"> <li>(1) Turn off engine.</li> <li>(2) Disconnect the in-line Spout Connector ( =□□ ).</li> <li>(3) Re-start previously warmed-up engine.</li> <li>(4) Verify that the ignition timing is 10° BTDC. If not see shop manual.</li> <li>(5) Turn engine off and restore electrical connection.</li> </ol>		<p><b>VACUUM HOSE ROUTING</b></p> 	
<p>Use SAE 5W-30 Oil API Service SG - Energy Conserving II.</p>		<p>Spark Plug: AGSP-32PP 3.2L-NM PFM3.2V5FD3-TWC/HO2S/SFI</p>	
<p>This vehicle conforms to U.S. EPA regulations applicable to 1993 model year new motor vehicles.</p>		<p>Gap: .042-.046</p> <p style="text-align: center;"><b>Catalyst</b></p> <p style="text-align: right;">F3AE-9C485- J C Y</p>	

A14865-B

## Induction System

The fuel/air mixture needed for burning in the cylinders is provided by sequential multiport fuel injection (SFI).

Fuel is metered into the air intake stream in accordance with engine demand by six solenoid injection valves mounted in the cylinder heads.

Fuel is supplied from the vehicle's fuel tank by a high-pressure electric fuel pump mounted in the fuel tank. The fuel is filtered and sent to the injector fuel rail assembly. A regulator on this rail controls the fuel delivery pressure between 231-269 kPa (33.5-39 psi). The six injector nozzles are mounted above the intake valves and connected in parallel with the fuel pressure regulator. Excess fuel supplied by the pump, but not needed by the engine, is returned to the vehicle fuel tank by a fuel return line.

These fuel induction systems are mounted on an aluminum intake manifold (9424) which in turn is bolted to aluminum alloy cylinder heads. The intake manifolds and heads are cast from aluminum to aid in removing weight from the engine. Service procedures related to these components remain similar to those for a V-8 engine. However, a spark plug thread service procedure is provided in the event damage should occur to these threads.