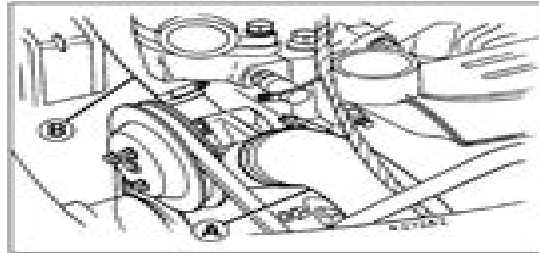
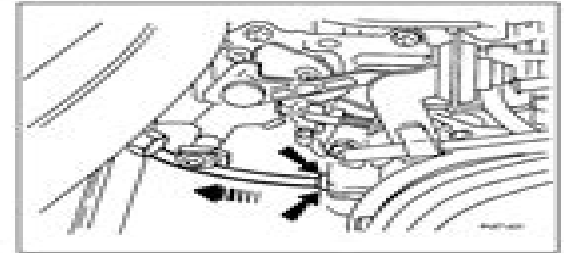


3.6a Disconnect the overflow hose (A) and the top hose (B) from the thermostat housing



3.6b Disconnect the bottom hose (A) and the heater hose (B) from the water pump



3.8 Detach the servo vacuum hose from the manifold

3 Referring to Chapter 1 for details, drain the coolant and engine oil. Refit the drain plug to the sump on completion.

4 Remove the bonnet as described in Chapter 11.

5 Remove the air cleaner assembly as described in the relevant Part of Chapter 4.

6 Release the retaining clips and detach the

following coolant hoses. Allow for coolant spillage as the hoses are detached (see illustrations):

a) All hoses at the thermostat housing.

b) Bottom hose from the radiator to the water pump.

c) Heater hoses at the bulkhead and water pump.

d) Inlet manifold coolant supply hose (where applicable).

7 Disconnect the fuel trap vacuum hose from the inlet manifold.

8 Disconnect the brake servo unit vacuum hose from the inlet manifold, by pushing the hose retainer in towards the manifold and simultaneously pulling free the hose (see illustration).

9 Refer to the relevant Part of Chapter 4 for details, and detach the accelerator cable. Where applicable, detach the choke cable from the carburettor.

10 Compress the quick-release couplings at the sides, and detach the fuel supply hose and return hose from the fuel pump or CFI unit (see illustration). Allow for fuel spillage as the hoses are disconnected, and plug the exposed ends to prevent further spillage and

the ingress of dirt. Position the hoses out of the way.

11 Note their locations and disconnect the wiring connectors from the following (see illustrations):

a) Coolant temperature gauge sender unit.

b) The oil pressure switch.

c) The radio earth lead.

d) The cooling fan thermostatic switch.

e) The DIS/E-DIS ignition coil.

f) The crankshaft speed/position sensor.

g) The engine coolant temperature sensor.

h) The idle cut-off valve.

12 Disconnect the remaining wiring multi-plugs from the engine sensors at the inlet manifold and from the oxygen sensor (where fitted) in the exhaust manifold or downpipe.

13 Check the rear wheels then jack up the front of the car and support it on axle stands (see "Jacking and Vehicle Support").

14 Unscrew the retaining nuts, and detach the exhaust downpipe from the exhaust manifold. Remove the seal from the joint flange.

15 Refer to Chapter 5A for details, and remove the starter motor.

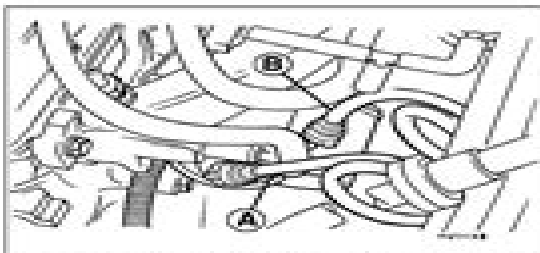
16 Undo the two retaining bolts, and remove the clutch lower cover plate.

17 Unscrew the retaining bolt, and detach the gearshift stabiliser from the transmission.

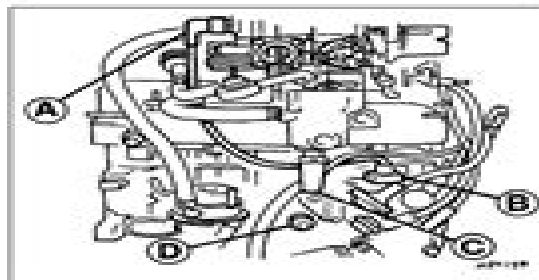
18 Unscrew and remove the engine/



HAYNES HINT
Whenever you disconnect any vacuum lines, coolant or emissions hoses, wiring connectors and fuel lines, always label them clearly, so that they can be correctly reassembled. Masking tape and/or a touch-up paint applicator work well for marking items. Take instant photos, or sketch the locations of components and brackets.



3.10 Fuel supply (A) and return (B) hose connections at the fuel pump



3.11a Wiring connections to the HCS engine

A Idle cut-off valve

B DIS ignition coil

C Engine coolant temperature sensor

D Oil pressure switch



3.11b Engine crankshaft position sensor and multi-plug

Haynes Owners Manual For A Ford Ikon

Ken Freund, John Harold Haynes



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i rode with tupper

~~i married a soldier~~

~~i want to be a nurse~~

~~i married a strange person~~

i never promised you a hot tub

i search my mind for answers poetry of three brothers

i can swim

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