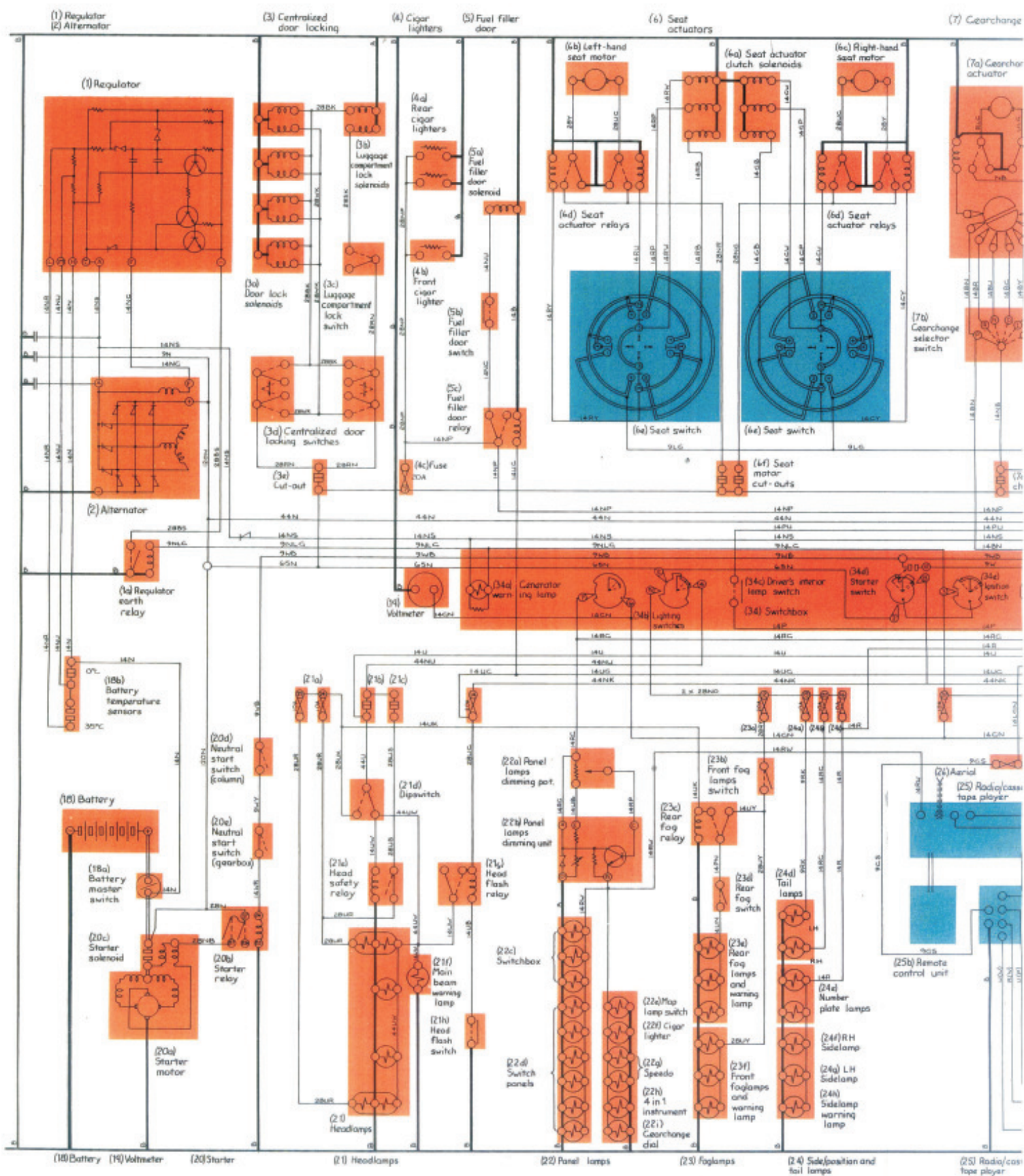




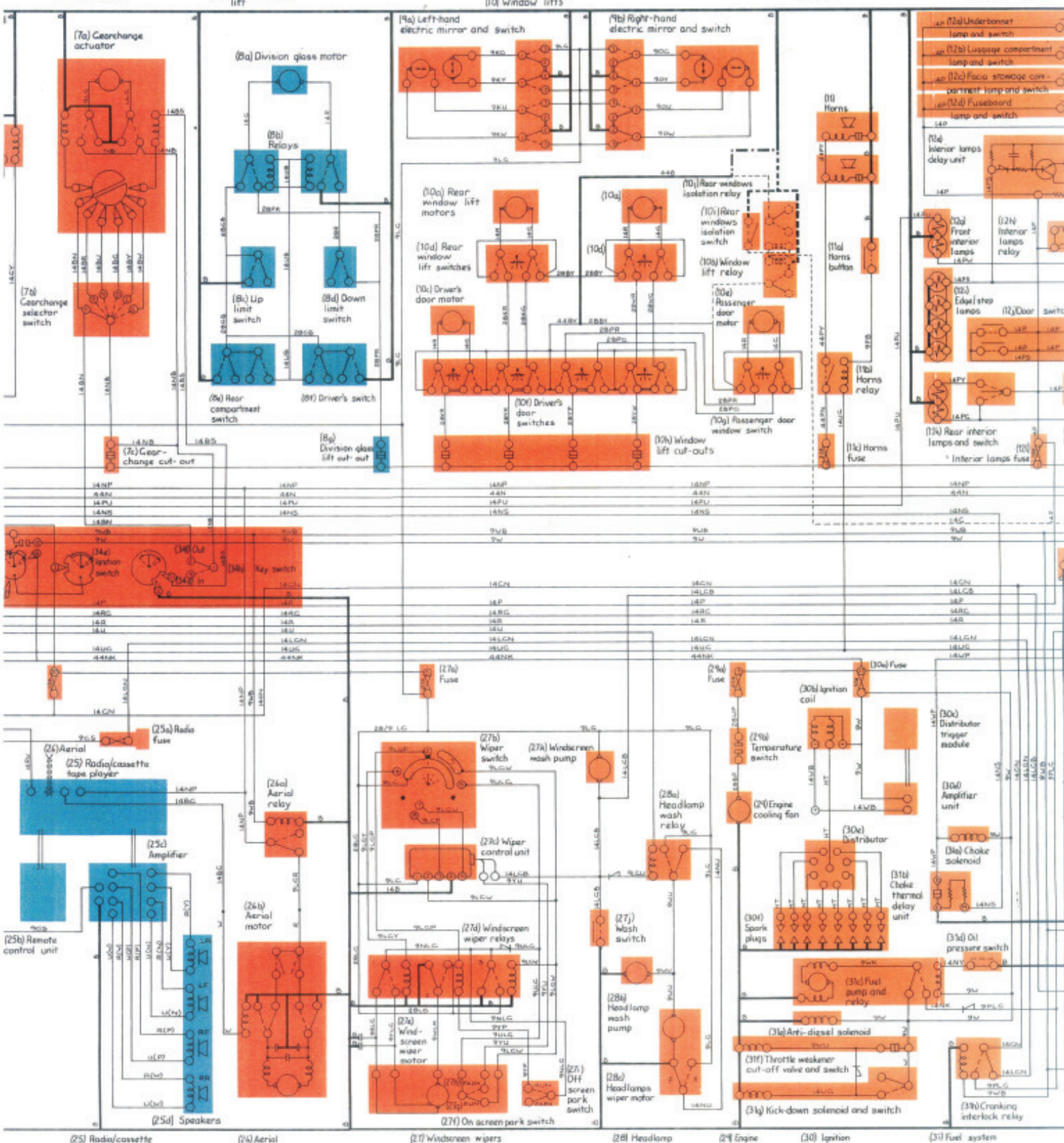
(7) Gearchange

(8) Division glass lift

(9) Electric mirrors
(10) Window lifts

(11) Horns

(12) Interior lamps



(A) --- Denotes left-hand drive only wiring
 (B) --- Denotes cable deleted on left-hand drive cars
 (C) --- Denotes circuits applicable only to Silver Spur cars fitted with centre division

Wiring diagram of the interior lighting system for a 1965-66 Ford Mustang. The diagram shows the power flow from the battery (BAT) through various fuses and switches to the interior lamps. Key components include:

- (12a) Underhood lamp and switch
- (12b) Language compartment lamp and switch
- (12c) Radio storage compartment lamp and switch
- (12d) Fuseboard
- (12e) Front interior lamps
- (12f) Passenger interior lamp switch
- (12g) Front interior lamps
- (12h) Door switches
- (12i) Rear interior lamps and switch
- (12j) Interior lamps fuse

The diagram also shows the connection to the battery (BAT) and the ground (GND).

Figure 1 is a schematic diagram of a control system for a 1000-watt motor. The diagram shows a power supply (1.5 kV) connected to a speed control unit (14b) and a speed control bellows (14c). The speed control unit is connected to a speed control safety relay (14d) and a top gear switch (14e). The speed control bellows is connected to a stop lampa (14f) and a stop lampa failure relay (14g). The stop lampa failure relay is connected to a gearchange actuator micro-switch (14h) and a reversing lamp (14i). The gearchange actuator micro-switch is connected to a speed control switch and relay (14j). The speed control switch and relay is connected to a speed control unit (14b).

(32c) Coolant temperature transmitter
 91.C.U.
 (32d) Tank unit
 91.C.U.
 (32e) Pump unit
 91.C.U.
 (32f) Oil pressure transmitter
 91.C.U.
 (32g) Coolant level amplifier and warning lamp
 91.C.U.
 (32h) Coolant test relay and probe
 91.C.U.
 (32i) Washer fluid level amplifier and warning lamp
 91.C.U.
 (32j) Wash fluid level relay and probe
 91.C.U.

[illegible]

Figure 1 is a detailed wiring diagram of the engine control system. It shows the connection between the engine control unit (ECU) and various relays and sensors. Key components include the (17w) ACU control relay, (17u) Fan control relay, (17s) Engine running relay, and (17n) Lower. The ECU is connected to the (17w) ACU control relay via a 1.5V line. The (17w) ACU control relay is connected to the (17u) Fan control relay via a 1.5V line. The (17u) Fan control relay is connected to the (17s) Engine running relay via a 1.5V line. The (17s) Engine running relay is connected to the (17n) Lower via a 1.5V line. The (17n) Lower is connected to the (17v) Anti-mist circuit via a 1.5V line. The (17v) Anti-mist circuit is connected to the (17x) Fan speed circuit via a 1.5V line. The (17x) Fan speed circuit is connected to the (17w) ACU control relay via a 1.5V line. The diagram also shows the (17t) Temp/pre-sens, (17q-c) Comp, and (17r) therm sensors connected to the ECU via 1.5V lines.

(17) Air conditioning system (ACU)

