1973-74 FORD MOTOR CO. ELECTRIC

Continental, Mark IV, Thunderbird, Ford, Mercury, Meteor, Torino, Montego

DESCRIPTION & OPERATION

Power door lock system uses electric switches controlled by the front door lock push bottons (Torino, Montego), and rocker type switches located in arm rests (Ford, Mercury, Meteor, Continental, Mark IV, Thunderbird). Relays are used on the four door models (only) and direct current to door lock motors.

REMOVAL & INSTALLATION

ELECTRIC DOOR LOCK ACTUATOR

All Models – Remove door trim panel and watershield. Disconnect actuator motor link from door latch. Remove screws or drill out pop rivets attaching actuator motor to door, and disconnect wiring at connector. Remove actuator motor. To install, reverse removal procedure.

DOOR LOCK CONTROL SWITCH

Torino, Montego, (Cougar 1974 Only) – Power door lock switch is an integral part of the door lock push button rod. To replace proceed as follows: Remove door trim panel and watershield. Switch must be detached from door latch or bellcrank before disconnecting or connecting wiring connector. Disengage push button rod from latch. To disconnect wiring connector, apply pressure under tab with small screwdriver, then pry up on locking tab. To install, reverse removal procedure.

All Other Models – Remove control panel from arm rest. Release connector attaching nuts and remove switch from control panel. To install, reverse removal procedure.

TAILGATE LOCK ACTUATOR

All Station Wagons – Remove tailgate trim panel and watershield. Remove two screws or drill out the two pop rivets retaining the lock actuator to tailgate inner panel. Disconnect lock actuator rod from latch, disconnect wiring, and remove actuator. To install, reverse removal procedure.

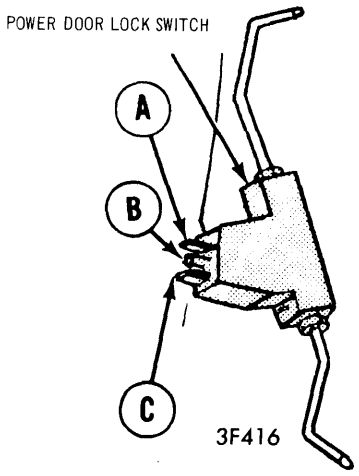
TESTING

MOTOR TESTS

Apply 12 volts to one terminal of the motor's (actuator) connector and ground the other terminal. The motor gear should finish its travel in less than one second. Using an ammeter the motor current draw should not exceed 6 Amps.

SWITCH TESTS

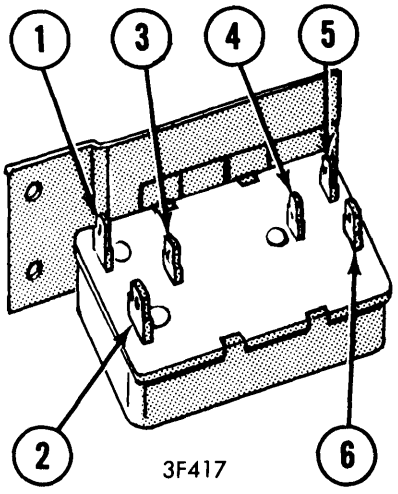
Torino, Montego, (Cougar 1974 Only) – Using a self powered test light, there should be no continuity between any terminals of the switch when it is in the normal position. Continuity should exist between terminals **A** and **B** with the switch held in one position and between terminals **B** and **C** with the switch held in the other position.



TESTING LOCK SWITCH

RELAY TESTS

Torino, Montego (1973 Only) – Remove both connectors to perform relay tests. Relay is located on brake pedal support bracket. Verify that terminals **1** and **2** on the relay are not grounded, check the relay case-to-ground bolts for tightness. If bolts are not tight, replace the relay. Apply power to terminals **3**, **4**, and **6** on the relay, and connect a 12 volt test light between terminals **1** and **2**, and ground (no longer than two minutes). The test light should light, if not, replace the relay.



TESTING RELAY (1973)

All Other Models – There is no relay test for two door models. Power is supplied directly through the switch in the arm rest to the motor. On four door models and station