

1974 FORD

STOP LIGHT SWITCH

Mechanical type mounted on brake pedal arm at master cylinder pushrod. Not adjustable.

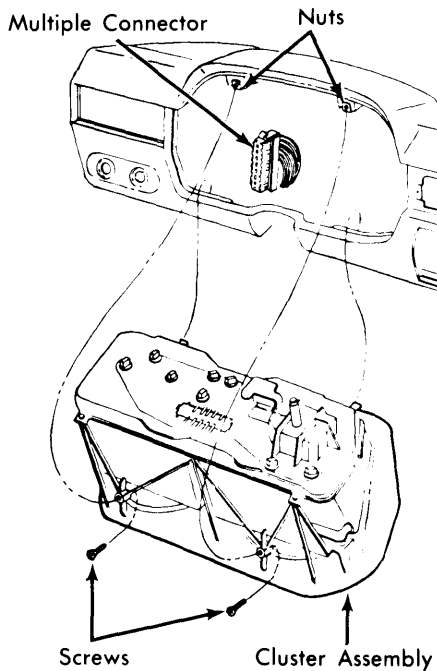
TRANSMISSION SWITCH

All manual transmissions are equipped with a seat belt warning circuit sensing switch. Switch is threaded into the extension housing on Pinto and Mustang transmissions. All other models have switch clamped to transmission case.

INSTRUMENT CLUSTER

NOTE — On all models except *Maverick*, *Mustang*, and *Pinto*, it is recommended that instrument panel pad be removed before removing instrument cluster. To remove pad, remove all screws and spring nuts.

Pinto — Disconnect battery. From under instrument panel, disconnect speedometer cable by pressing on flat surface of plastic connector (quick connect) and pulling cable away from head. Remove two retaining screws at top of cluster and swing cluster down from panel. Disconnect printed circuit multiple connector plug and remove cluster. To install, reverse removal procedure.



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PINTO INSTRUMENT CLUSTER

Maverick — Disconnect battery ground cable and speedo cable by pressing on flat surface of plastic connector and pulling cable away from head. Remove two retaining screws at top of cluster and swing cluster down from panel. Disconnect multiple connector plug from printed circuit at back of cluster. Disengage brackets on cluster lower edge from slots in panel.

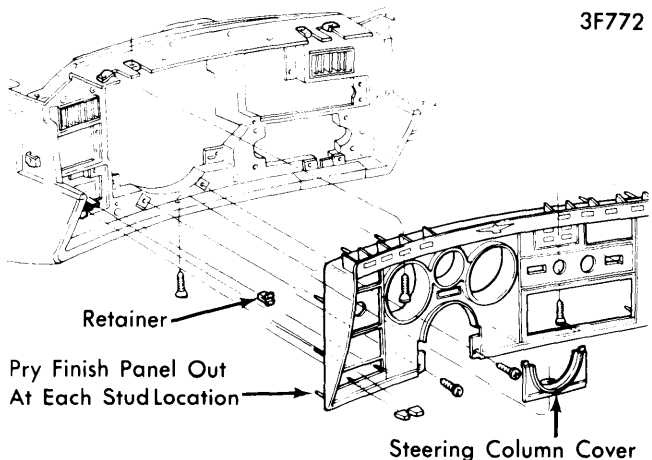
Mustang — Disconnect battery ground cable. Remove wiper switch knob, bezel nut, and pull switch out from under panel. Remove light switch knob and shaft by inserting a screwdriver through hole in underside of instrument panel; press and release button to pull shaft out. Remove bezel nut to remove

light switch. Remove instrument panel trim cover. Disconnect speedometer cable by pressing on flat surface of the plastic connector. Remove screws retaining cluster to instrument panel. Pull the cluster out and disconnect wiring connector, and tachometer from its receptacle. Remove cluster. To replace, reverse removal procedure.

Torino — Disconnect battery ground cable. Remove instrument panel pad. Remove four screws that retain cluster to instrument panel, and position cluster part way out of panel. Disconnect speedo cable, multiple printed circuit plug and clock or tachometer feed wire. Disengage three wiring harness-connected indicator light bulb and socket assemblies from their receptacles. Disconnect cable and vacuum hoses from heater control. Disconnect feed plug to heater control switch and connector to heater control light bulb. Remove cluster.

Ford & Meteor — Disconnect battery ground cable. Remove two steering column cover attaching screws and remove cover. Remove two screws securing instrument cluster trim cover and remove cover. Reach behind panel and disconnect harness plug and speedo cable. Remove screw attaching shift quadrant cable to steering column. Remove four cluster attaching screws and remove cluster assembly.

Thunderbird — Disconnect battery cable. Remove one screw retaining lower cluster applique cover below steering column. Remove upper half of shroud from steering column. Remove one screw attaching shift quadrant control cable to steering column. Remove heated rear window control knob. Reach under instrument panel and depress button on side of headlight switch while withdrawing headlight switch control knob and shaft assembly. Disconnect speedo cable. Remove threaded headlight switch bezel, cigar lighter and windshield wiper/washer control knob and bezel. Remove four screws retaining cluster front cover. Insert a right angle standard tip screwdriver along edges of finish panel withdrawing studs in sequence. Remove four screws retaining cluster to instrument panel. Pull cluster away from instrument panel. Disconnect cluster feed plug. Tilt cluster out, top first, and move toward center of vehicle.



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THUNDERBIRD INSTRUMENT CLUSTER

PRINTED CIRCUIT BOARD

NOTE — Instrument cluster must be removed before printed circuit board can be removed. See Cluster Removal above.

1974 FORD (Cont.)

Pinto – Remove instrument cluster. Remove instrument voltage regulator by disconnecting (snap off) printed circuit connector buttons. Remove all indicator and illumination bulbs. Remove nuts retaining printed circuit to fuel gauge and remove printed circuit. To install, reverse removal procedure.

Maverick – Snap off printed circuit buttons from instrument voltage regulator and remove regulator. Remove indicator and illumination bulbs by turning counterclockwise. Remove nuts retaining printed circuit to fuel gauge and lift off printed circuit.

Mustang – Disengage snaps from instrument voltage regulator and radio choke assembly. Remove terminal nuts from the gauge assembly. Remove light sockets, and printed circuit.

Torino – Remove terminal nuts from fuel and temperature gauges. Remove gauges. Remove instrument voltage regulator and radio choke and remove printed circuit.

Ford & Meteor – Unsnap printed circuit from instrument voltage regulator, remove screw, then remove regulator. Remove six lens and mask attaching screws and remove lens and mask assembly. Remove all bulbs and socket assemblies. Remove fuel gauge retaining nut and remove gauge through front of cluster. Remove printed circuit from cluster.

Thunderbird – Remove four nuts attaching printed circuit to clock and fuel gauge terminals. Remove instrument voltage regulator. Remove light bulb sockets and remove printed circuit.

SPEEDOMETER

NOTE – Instrument cluster and printed circuit board (in most cases), must be removed before removing speedometer.

Pinto – Disconnect battery. Remove instrument cluster. From rear of cluster, remove retaining screws and separate cluster front housing from backplate. Note that two lower screws also retain metal brackets that engage slot in instrument panel. Remove two speedometer retaining screws and remove speedometer. To install, reverse removal procedure.

Maverick – Remove instrument cluster. Remove four retaining screws and separate cluster housing from finish panel. Note that the two lower screws also retain metal brackets that engage slot in instrument panel. Remove two speedometer retaining screws and remove speedometer.

Mustang – With instrument cluster removed, remove six screws that retain mask and lens to backplate. Remove speedometer head retaining screws and remove speedometer.

Torino – With cluster removed from panel, remove six screws retaining back plate to cluster mask. Remove two screws that retain speedometer head assembly and remove speedometer.

Ford & Meteor – Remove instrument cluster. Remove six screws, located at rear of cluster, attaching lens, shield and mask to cluster. Remove two screws attaching speedometer to cluster and remove speedometer.

Thunderbird – With cluster removed from panel, remove clock knob. Remove six screws that retain cluster mask to back plate. Remove two speedometer head retaining screws and remove speedometer.

VOLTAGE REGULATOR

Ford & Meteor – Disconnect battery ground. Remove lower access trim panel. From behind cluster, remove printed circuit from voltage regulator, and radio choke. Remove voltage regulator screws, regulator and choke assembly.