

FORD MOTOR CO. 6-WAY

DESCRIPTION & OPERATION

The 6-way power seat provides horizontal, vertical, and vertical tilt adjustment. It consists of a reversible three armature motor, a switch and housing, vertical worm gear drives, and horizontal rack and pinion drives. Electrical circuit is protected by either a 20 or 30 amp. circuit breaker. Circuit breaker is mounted on starter solenoid on Ford, Mercury, LTD II, Thunderbird, and Cougar models, and in the fuse panel on Lincoln Continental and Mark V. Horizontal and vertical drive units are serviced individually. The motor, which contains three armatures, is serviced only as an assembly. Flexible drive shafts are serviced individually and can be removed by removing the hose clamps securing them.

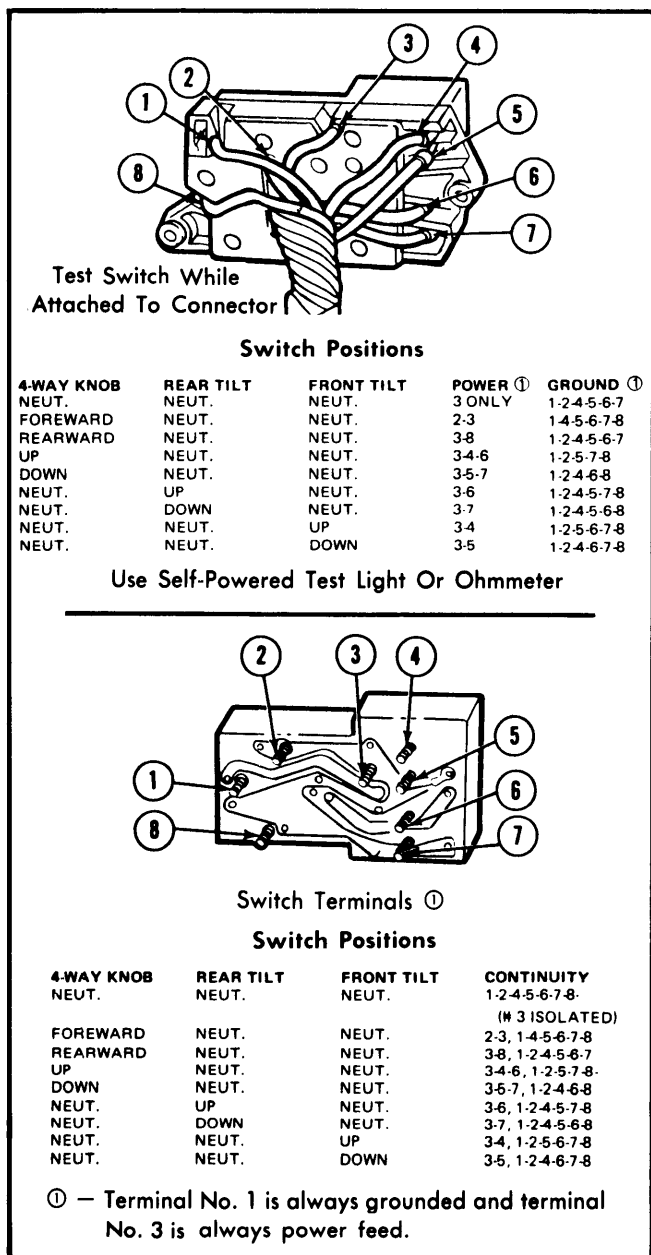
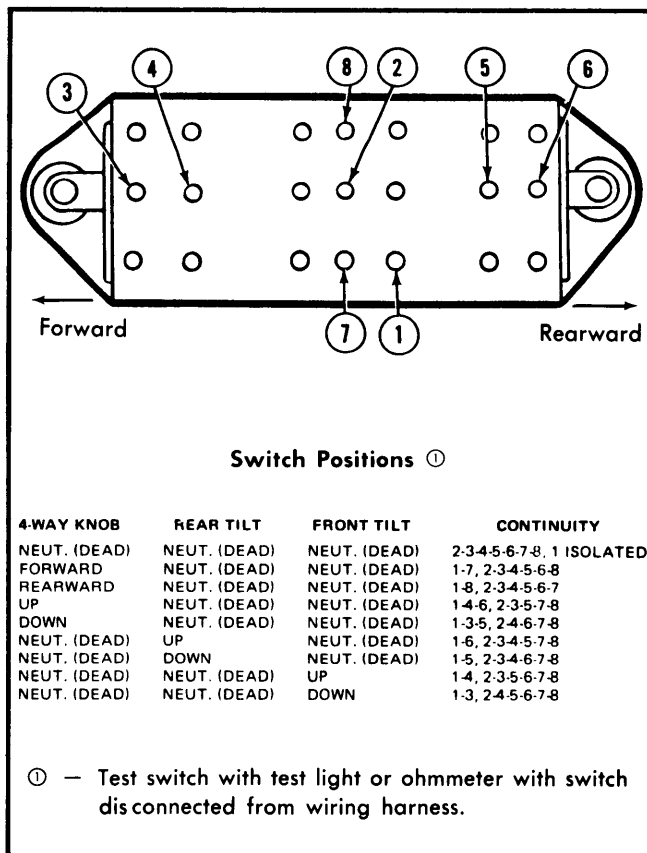


Fig. 1 Terminal Identification and Switch Tests for Arm Rest Mounted Switches (Continental and Mark V)

Fig. 2 Terminal Identification and Switch Tests for Seat Mounted Switches (Ford, Mercury, Thunderbird, LTD II and Cougar)

TESTING

NO SEAT MOVEMENT

The following checks can be of help in isolating a defective or malfunctioning component. Make checks in sequence indicated.

- 1) Check circuit breaker feed "in" and operating current "out". Check circuit for continuity from circuit breaker to control switch.
- 2) Check connector and harness from control switch on motor. Check motor for a good ground.
- 3) Check for stuck or binding mechanical components.

SOME SEAT MOVEMENT

If the seat will adjust in one or more planes but not in all, it can be assumed that current is available at control switch, therefore, an existing defect may be isolated as follows.

- 1) Test control switch for current "out" in each of the switch positions, see illustration for circuit identification on switch. Jiggle the switch button in each position to check for intermittent contact. Check wiring for continuity between control switch and motor connectors.

FORD MOTOR CO. 6-WAY (Cont.)

2) Check for proper ground circuit of seat assembly and motor. Check each motor for rotation in both directions as current is applied to motor terminals. If any motor does not function in both directions it necessitates replacement of entire motor.

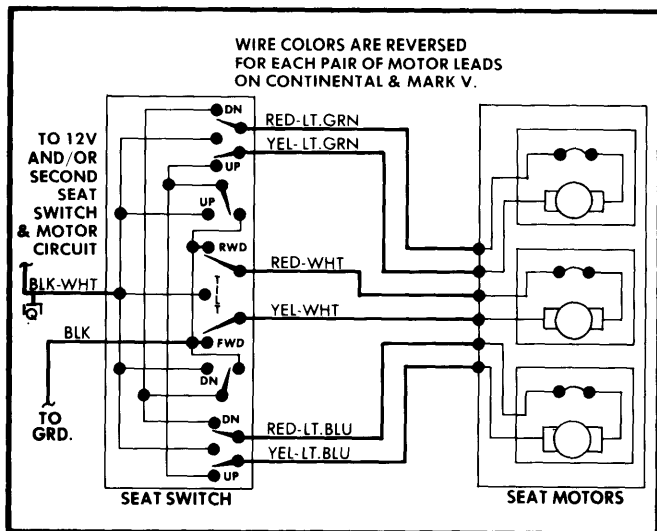


Fig 3 6-Way Power Single Bench Seat Wiring Diagram Two Switches and Motors are Used in Conjunction with Split Bench Seat

COMPONENT REPLACEMENT

SEAT TRACK

Removal & Installation – 1) Seat sensor switch wiring must be disconnected before removing seat. Remove nuts or bolts retaining seat track to floor pan. Lift seat up enough to disconnect seat motor wires. Remove two bolts attaching seat belts to floor. Remove seat and track assembly from vehicle.

2) Remove shield from outboard side of seat cushion (if equipped). Remove two bolts attaching each track to seat frame and remove track assembly from seat. To install, reverse removal procedure.

MOTOR & DRIVE CABLES

Removal & Installation – 1) Seat sensor switch wiring must be disconnected before removing seat. Remove nuts or bolts retaining seat to floor pan. Lift seat up enough to disconnect seat motor wires. Remove two bolts attaching seat belts to floor. Remove seat and track assembly.

2) Remove three motor-to-bracket attaching bolts. Remove clamps retaining drive cables to seat tracks. Open wire retaining straps and remove motor assembly and cables from seat track assembly. Remove cable retaining brackets to remove cables from motor. To install, reverse removal procedure.

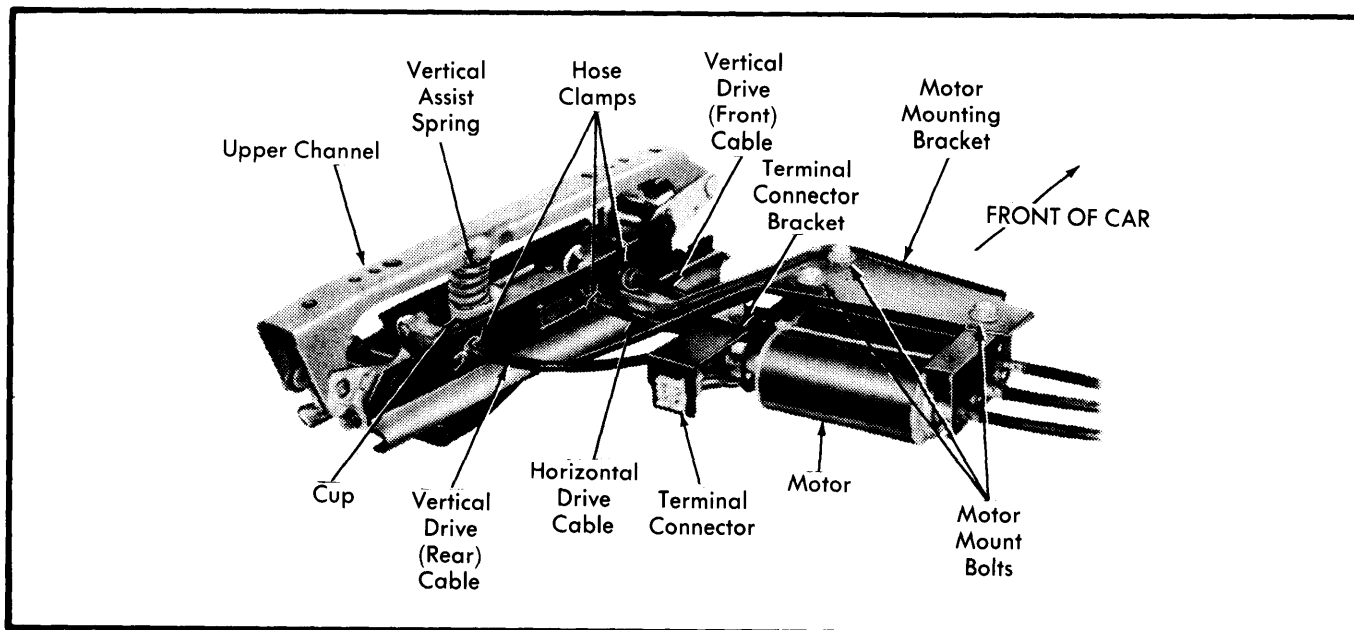


Fig. 4 Identification of 6-Way Power Seat Track Components (Exc. Continental) Split Bench Seat and Lincoln Continental are Similar