

## FORD MOTOR CO.

### DESCRIPTION

Power door lock system is controlled by door rocker switches or door lock push buttons. Relays are used on Fairmont, Zephyr, Granada, Monarch, and some late production Ford and Mercury models. All other systems have power supplied directly to the switches and door lock motors. Ford and Mercury station wagon models have a tailgate lock controlled by the same switches as the regular doors.

### TESTING

#### MOTOR TESTS

Apply 12 volts to one terminal of the motor actuator connector and ground the other terminal. The motor should finish its travel in less than 1 second. Reverse the leads and retest. Using an ammeter, check current draw, which should not exceed 6 amps on Ford, Mercury, Continental and Mark VI, or 8 amps on all other models.

#### SWITCH TESTS

**Door Lock Push Button** — Using a self-powered test lamp or ohmmeter, there should be no continuity between terminals when switch is in normal position. Continuity should exist between "A" and "B" with switch held in one direction and between "B" and "C" with switch in the other direction.

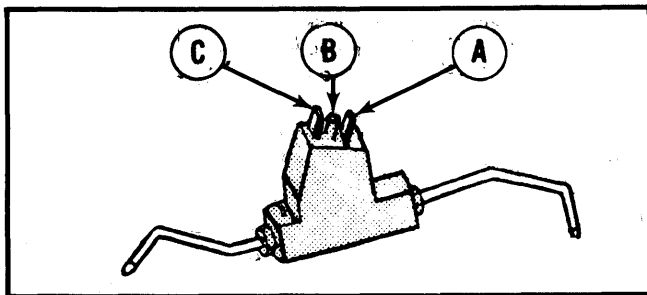


Fig. 1 Door Lock Push Button Switch Terminal Identification

**Rocker Switch Type** — Procedure for testing this type of door lock switch is the same as testing a single power window switch. See *Ford Power Windows* article in this section.

#### RELAY TESTS

Remove both connectors to perform relay tests. Relays are located in right front cowl panel. Verify that terminal "1" on each relay is grounded. If not grounded, check relay

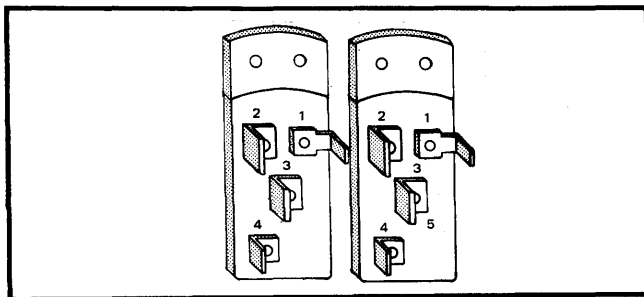


Fig. 2 Terminal Identification for Testing Relays

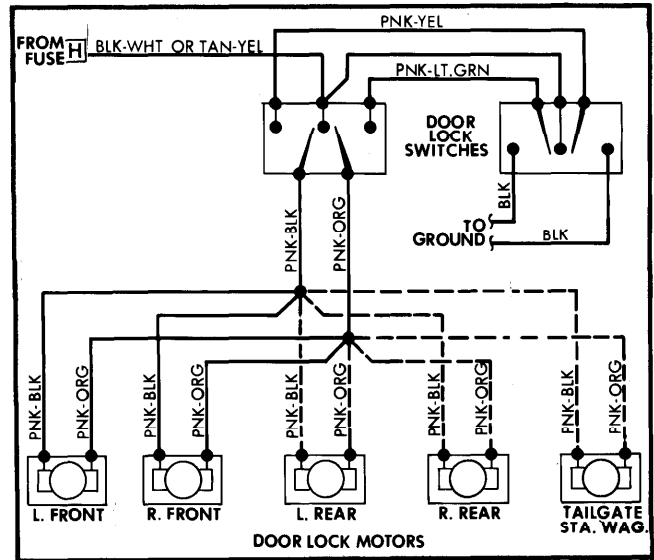


Fig. 3 Ford Power Door Lock Wiring Diagram Mustang, Capri, Thunderbird, Cougar XR-7, Versailles, Ford, Mercury, Continental, Mark VI

case-to-ground bolts for tightness. If relay ground bolts are tight and terminals "1" of each relay still do not ground, replace relay. Apply power to terminals "2" and "4" on each relay and connect a 12 volt test light between terminals "1" and "2" and ground (no longer than two minutes). Test light should come on; if not, replace relay.

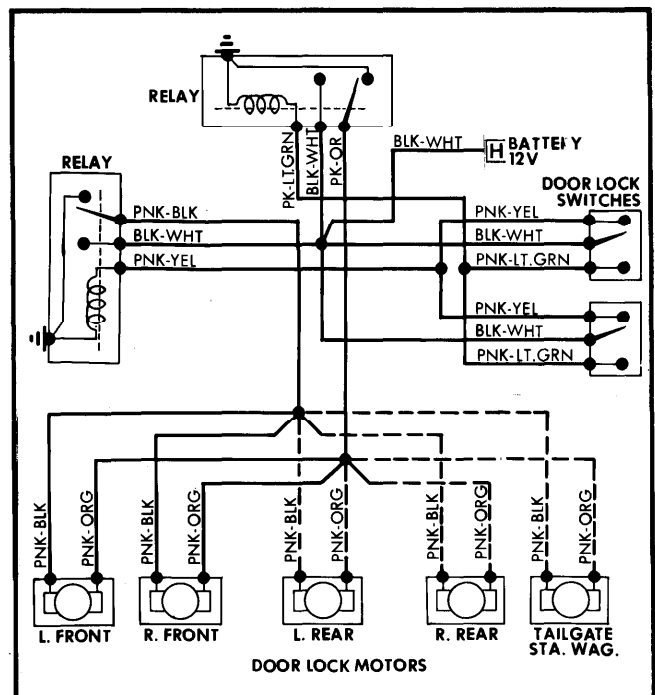


Fig. 4 Ford Power Door Lock Wiring Diagram Granada, Monarch, Fairmont, Zephyr

# Door & Tailgate Locks

## FORD MOTOR CO. (Cont.)

### REMOVAL & INSTALLATION

#### ELECTRIC DOOR LOCK ACTUATOR

**Removal (All Models)** — Remove door trim panel and water shield. Disconnect actuator motor link from door latch. Remove screws or drill out rivets attaching actuator motor to door, and disconnect wiring connector. Remove motor.

**Installation** — To install, reverse removal procedure.

#### DOOR LOCK SWITCH

**Removal (Granada, Monarch, Fairmont, Zephyr)** — Power door lock switch is an integral part of door lock push button rod. Remove door trim panel and water shield. Detach rod from door latch and bellcrank, then disconnect wiring connector.

**Installation** — To install, reverse removal procedure.

**Removal (Ford, Mercury, Continental, Mark VI)** — If switch is on door panel, remove arm rest, switch mounting plate and switch. If switch is on armrest, remove handle cup inside armrest and disconnect lock rod by pressing down. Remove attaching screw, switch plate, nuts, and switch.

**Installation** — To install, reverse removal procedure.

**Removal (Thunderbird, Cougar XR-7)** — If switch is on door panel, remove bezel screw and tilt bezel up. Remove bezel-to-connector screws and unplug switch. If switch is on armrest, remove door handle, 2 cover screws, and lift cover up and off. Remove switch plate, connector screws, and switch.

**Installation** — To install, reverse removal procedure.

**Removal (Mustang, Capri)** — Pry out switch bezel from top and bottom. Pry housing tabs apart and disconnect wiring and switch.

**Installation** — To install, reverse removal procedure.

**Removal (All Other Models)** — Remove control panel from arm rest. Release connector attaching nuts and remove switch from control panel.

**Installation** — To install, reverse removal procedure.

#### TAILGATE LOCK ACTUATOR

**Removal (Ford, Mercury)** — Remove tailgate trim panel and water shield. Drill out rivet retaining motor to inner panel. Disconnect wiring and detach motor from rod.

**Installation** — To install, replace motor and secure with bolt or rivet.