

## FORD MOTOR CO.

Ford, All Models (1965-74)

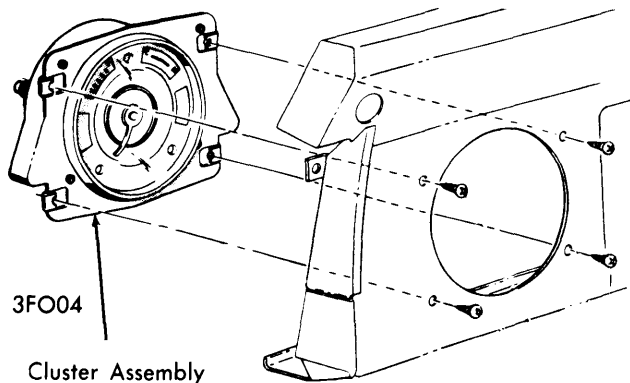
### SPEEDOMETERS & GAUGES

Ford, All Models (1965-74) — Instrument cluster must be removed to enable any repair or replacement of speedometer or gauges.

### INSTRUMENT CLUSTER

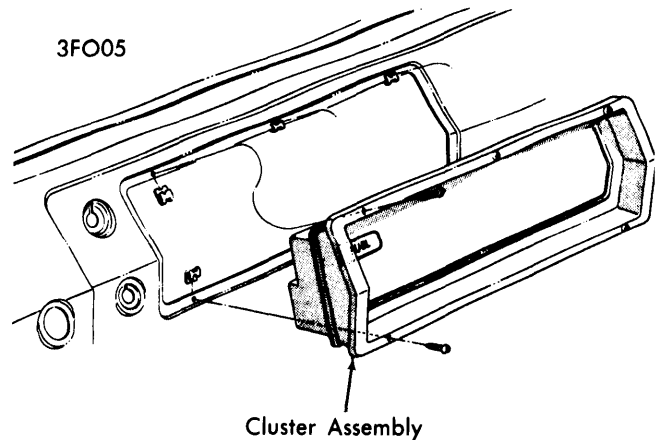
E-100, 200, 300 & U-100 (1965-67) F-100, 250, 350 (1965-69) — Disconnect battery ground cable, disconnect speedometer cable. Remove screws retaining instrument cluster assembly to instrument panel and lift cluster out of front of panel. Disconnect instrument wiring and light sockets and remove assembly. Vehicles with air brakes must have line to air gauge disconnected, connection to tachometer must be disconnected (if equipped).

E-100, 200, 300 (1968-69) & U-100 (1968-70) — Disconnect battery ground cable and remove screws retaining instrument cluster assembly to instrument panel. Carefully lift out cluster far enough to gain access to speedometer head. U-100 cluster is removed from rear of panel, E-100 to 300 is removed from front of panel. Disconnect speedometer cable from head. On U-100, disconnect instrument wiring and remove light clusters from back of dash noting location of each, remove assembly. On E-100 to 300, disconnect multiple connection of cluster wiring loom and remove cluster assembly.



INSTRUMENT CLUSTER, BRONCO (1965-74)

E-100, 200, 300 (1970-74) & F-100, 250, 350 (1970-72) — Disconnect battery ground, remove eight screws retaining cluster to instrument panel and position cluster part way out of panel for access to rear of cluster. At back of cluster, disconnect speedometer cable and multiple feed plug from printed circuit. Disconnect wire from flasher unit at upper left hand corner of cluster and remove assembly from vehicle.



INSTRUMENT CLUSTER,  
"E" MODELS & "F" MODELS (1970-74)

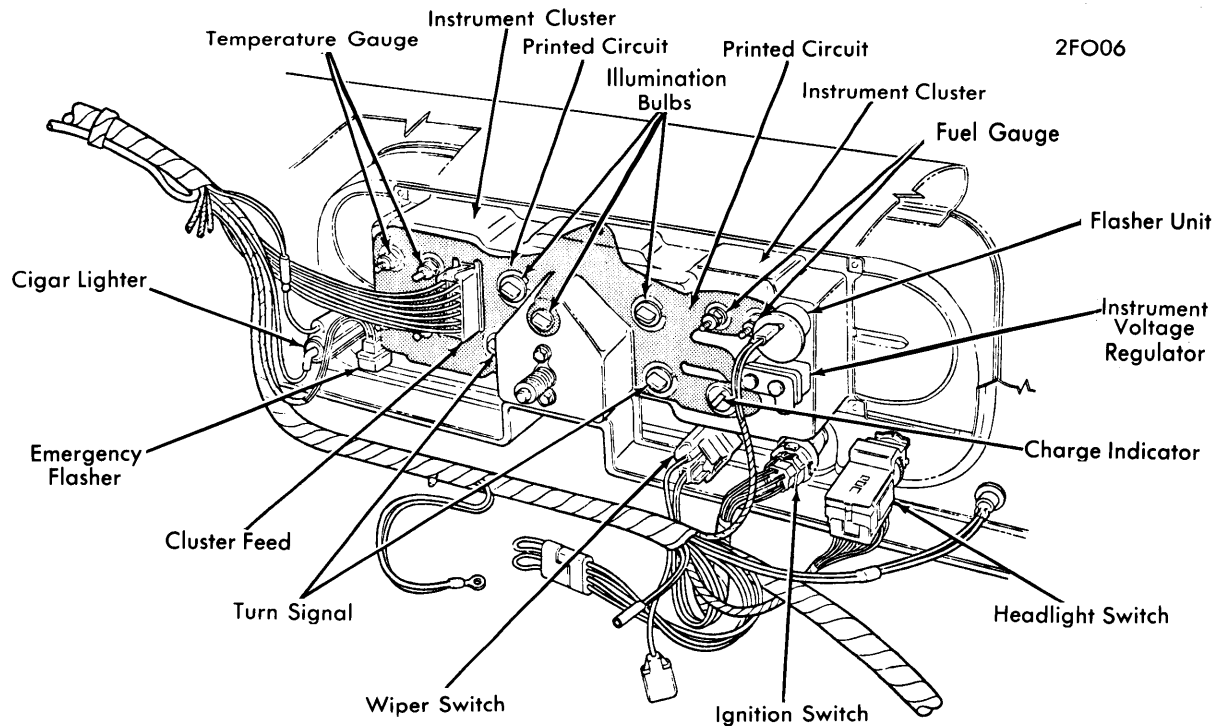
U-100 (1971-74) — Disconnect battery ground cable, remove screws retaining instrument cluster to instrument panel. Carefully lift cluster away from panel far enough to gain access to speedometer cable and disconnect at head. Cluster is removed from behind instrument panel. Disconnect feed wires to instruments and instrument voltage regulator and remove light sockets from back of cluster noting location of each. Remove two clips retaining wiring harness to cluster back (one screw each) and pull harness away from cluster. Remove cluster assembly.

F-100, 250, 350 (1973-74) — Disconnect battery ground cable. Pull knobs off radio shafts (if equipped), remove fuel gauge switch knobs (if equipped), heater control knobs and wiper/washer knob. Use suitable hook tool to release each knob lock tab. Remove knob and shaft from light switch. Remove one nut and washer from each radio control shaft and remove radio bezel. Remove cluster bezel, attaching screws are attached as follows: Four screws along top of bezel, one screw between lights and wiper/washer switch and two screws below radio. Then disconnect air conditioning duct (if equipped) and illumination light from bezel (illumination light is located between lights and wiper/washer switches). Remove four cluster attaching screws, disconnect speedometer cable and wire connector from printed circuit and remove cluster assembly.

E-100, 200, 300 & F-100, 250, 350 (1970-74) — Remove instrument panel cluster as described. Snap off printed circuit connector buttons from voltage regulator. Remove voltage regulator from cluster (one retaining screw). Remove four gauge retaining nuts and seven light bulbs (all of which hold printed circuit to back of cluster). Remove printed circuit.

# Switches, Gauges, Speedometer

## FORD MOTOR CO. (Cont.)



**INSTRUMENT CLUSTER - BACK VIEW - ECONOLINE**

### SPEEDOMETER, FUEL GAUGE, & TEMPERATURE GAUGE

**Ford, All Models (1965-74)** - Speedometer and gauges are removed as a unit to repair or replace. Speedometer cable repairs can be done with unit still mounted in dash, be sure to check speedometer head for free movement of needle (done by placing short section of speedometer cable in back of unit and rotating) before replacing entire cable assembly.

### HEADLIGHT SWITCH

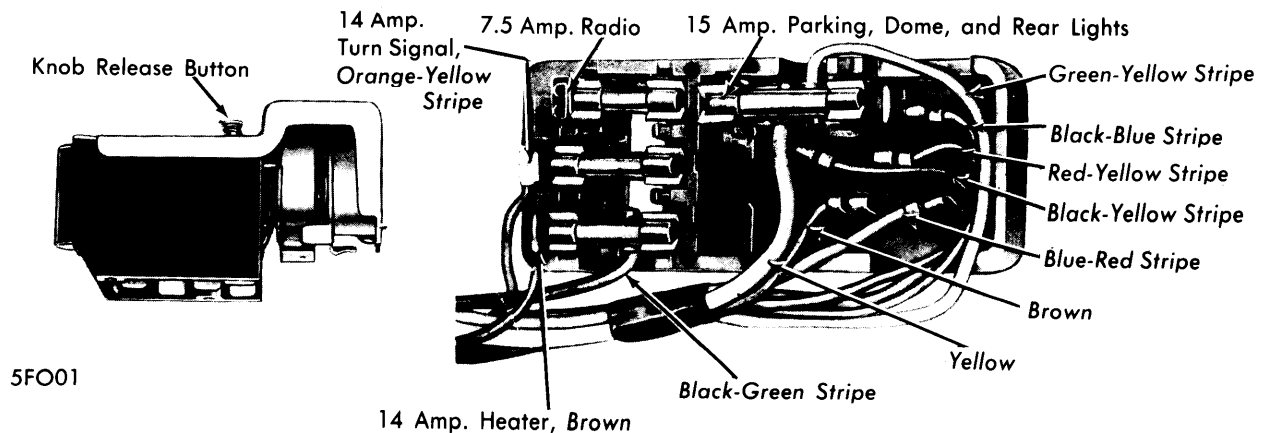
**NOTE:** Before removing any switch, disconnect battery ground cable.

**F-100, 250, 350 (1965-67)** - Remove control knob and shaft by pressing knob release button on switch housing with

knob in full "ON" position. Pull knob out of switch, unscrew mounting nut, remove switch and junction block on switch.

**E-100, 200, 300 (1965-67)** - Remove control knob and shaft by pressing knob release button on switch housing with knob in full "ON" position. Pull knob out of switch, unscrew mounting nut, remove switch, remove retaining clip and fuse panel from switch.

**U-100 (1965-67)** - Remove headlight switch knob and shaft. Remove headlight switch bezel nut, lower switch and remove junction block (plug in type) from light switch. Remove switch.



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**HEADLIGHT SWITCH WITH CIRCUIT BREAKER (TYPICAL)**

## FORD MOTOR CO. (Cont.)

**All Models (1968-74)** — With headlight switch in full "ON" position, release knob and shaft by pressing knob release button on switch housing. Pull knob and shaft out of switch. Carefully remove bezel nut holding switch to instrument panel, lower switch and unplug electrical connector and remove switch.

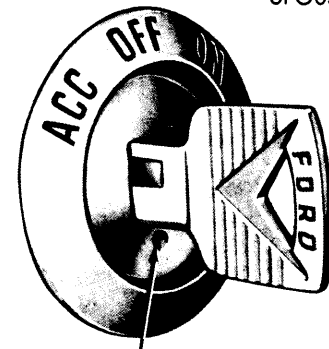
### IGNITION SWITCHES

**NOTE:** Before removing any switch, disconnect battery ground cable.

**F-100, 250, 350 (1965-69) E-100, 200, 300 (1965-67) P-100, 350, 3500 (1965-74) U-100 (1965-74)** — Turn ignition key to "ACC" position. Slightly depress pin in hole of switch, turn key counterclockwise and pull key and lock cylinder out of switch assembly. Press in on rear of switch and rotate switch  $\frac{1}{8}$  turn counterclockwise (as viewed from terminal end). Remove bezel and switch (on "U" models and "P" models, also remove retainer and spring). Remove insulated plug and wire from rear of switch. If new ignition switch as well as lock cylinder is to be installed, insert screwdriver into lock opening of ignition switch and turn slot in switch to full counterclockwise position.

**E-100, 200, 300 (1968-74) F-100, 250, 350 (1969-74)** — Insert ignition key in switch and turn key to "ACC" position. Insert wire pin in hole on ignition switch. Slightly depress pin while turning key counterclockwise past accessory

position, this will release lock cylinder from switch assembly. Pull lock cylinder from switch with key. Remove bezel nut retaining switch to instrument panel and lower switch. Depress tabs securing multiple connector to rear of ignition switch using suitable tool. Pull multiple connector from switch and remove switch.



Release Pin Hole

**IGNITION SWITCH REMOVAL.  
TYPICAL (1965-74)**