FORD – MOTOR ACTUATED

All Models

DESCRIPTION

The power door lock system uses electric switches controlled by the front door lock push buttons. Relays direct the current to the door lock actuator motors to lock or unlock the doors. The system includes contact buttons at the side cargo door and key-locked rear door. The buttons provide an electrical link for actuator motor operation in the remote doors.

REMOVAL & INSTALLATION

ACTUATOR MOTOR

Remove door trim panel. Disconnect actuator link from door latch. Remove actuator motor and swivel bracket from door by drilling out retaining rivet. Disconnect wiring at connector and remove motor. To install, reverse removal procedure noting that new pop rivet must retain actuator bracket securely.

DOOR LOCK CONTROL SWITCH

E100/350 – 1) Remove door trim panel. Detach switch from door latch and/or bellcrank. Disengage push button rod from latch.

2) Disengage wiring connector from switch by depressing tab on connector with screwdriver. Pry locking tab up from the flange of the connector and pull apart.

3) To install, reverse removal procedures, making sure that switch is not binding with sheet metal, or wires.

F100/350 & Bronco – To remove control switch, insert a small screwdriver into spring tab slot located at top and bottom of switch housig. Apply pressure and assembly will pop out. Disconnect housing from wiring connector by separating locking fingers. To install, reverse removal procedure.

TESTING

ACTUATOR MOTOR

Apply 12 volts directly to 1 terminal of the actuator motor connector, and ground the other terminal. The motor should complete its travel in less than one second. Reverse the connections for checking opposite travel. With an ammeter, the motor current draw should not exceed 6.2 amps. Reverse the power and ground leads and retest opposite side.

WINDOW SWITCH

Using a self-powered test light, there should be no continuity between any terminals with the switch in its normal position. With the switch in the down (lock) position, continuity should exist between terminals A and B. See *Fig. 2*. With the switch in the up (unlock) position, there should be continuity between terminals A and C.

RELAY

To perform relay tests, remove both relay connectors. The relays are located on the lower left side of the instrument panel reinforcer. Ensure that terminal 1 of the relay is grounded. If not, check relay case-to-ground screws for tightness. If screws are tight, replace the relay. With a test light connected between terminals 1 and 2, apply power to terminals 2 and 4 of each relay. Do not leave light connected for more than 2 minutes. The test light should light, if not, replace the relay.

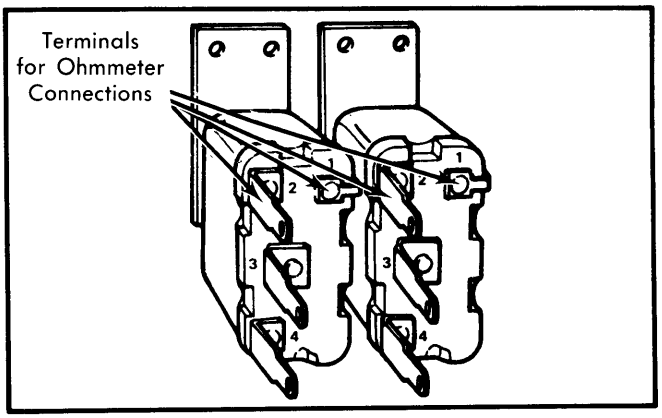

Fig. 1 Power Door Lock Relay Terminals

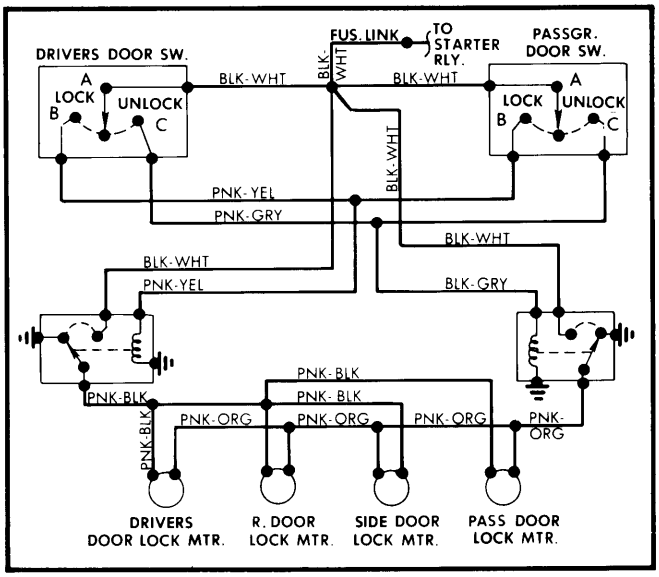

Fig. 2 Ford Power Door Lock Schematic