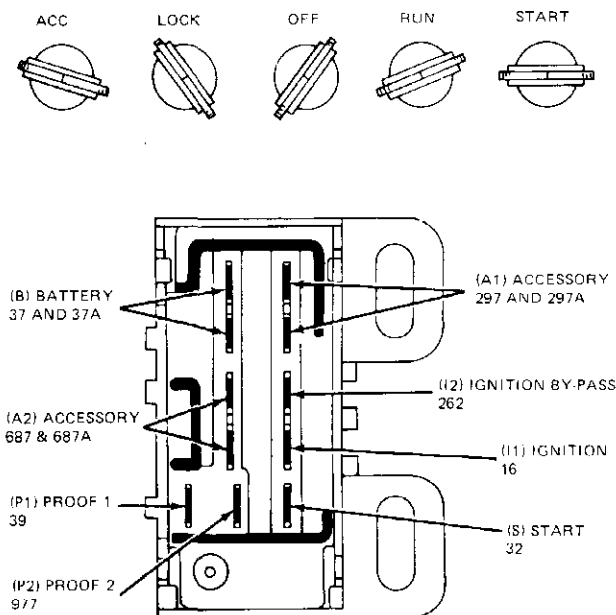




SWITCH POSITION:	CONTINUITY SHOULD EXIST ONLY BETWEEN:
ACCESSORY	37 AND 297
LOCK	37 AND 37A - 297 AND 297A - 687 AND 687A
OFF	37 AND 37A - 297 AND 297A - 687 AND 687A
RUN	16 - 687 - 37 - 297
START	39 - 977 GROUND; 37 AND 37A; 32 AND 262

CIRCUIT PAIRS 37 AND 37A, 687 AND 687A AND 297 AND 297A ARE CONNECTED TOGETHER INTERNALLY IN THE SWITCH.

K2877-1G

FIG. 6 Spade-Type Connector Ignition Switch Continuity Test

ADJUSTMENTS

SWITCH

1. Rotate the ignition key back and forth to either side of lock, until a drill bit can be inserted through the locking pin hole as far as possible (minimum 3/8"). The lock pin holes and drill bit diameters are located and specified as follows:

Blade-type switch with metal switch housing: right side of switch next to steering column tube, 5/64 drill.

Pigtail-type switch: uppermost part of switch at metal-plastic junction, 3/32 drill.

2. Loosen the two ignition switch mounting nuts.
3. Turn the ignition key to lock (feel for detent) and remove the ignition key.
4. Move the switch up and down along the column to locate the mid-position of rod lash and torque the two ignition switch mounting nuts to 40-65 in-lbs.
5. Remove the drill bit from the ignition switch locking pin hole.
6. Plug in electrical connector and operate the lock cylinder to insure the switch is positioned properly.

REMOVAL AND INSTALLATION

SWITCH (ALL EXCEPT FAIRMONT AND ZEPHYR)

1. For LTD II, Cougar, Thunderbird, Lincoln Continental and Continental Mark V, remove the instrument cluster as specified in Part 33-50. To remove steering column shrouds and lower column, see Parts 13-03 and 13-04.
2. Disconnect the battery cable.
3. Disconnect the switch wiring at the multiple plug.
4. Remove the two nuts that retain the switch to the steering column.
5. On vehicles with a pigtail-type ignition switch, detach the switch plunger from the switch actuator rod and remove the switch.

For a blade-type switch, lifting the switch vertically upward will disengage the actuator rod from the switch.

6. When installing the ignition switch, both the locking mechanism at the top of the column and the switch itself must be in LOCK position for correct adjustment.

To hold the mechanical parts of the column in LOCK position, move the shift lever into PARK (with automatic transmissions) or REVERSE (with manual transmissions), turn the key to LOCK position, and remove the key. New replacement switches, when received, are already pinned in LOCK position by a metal shipping pin inserted in a locking hole on the side of the switch.

For an existing switch, pull the switch plunger out as far as it will go and then move it in one detent to LOCK position. Insert a 3/32 inch diameter wire or drill shank in the locking hole on top of the switch (Fig. 1). For blade-type switch, move the switch carrier (located on bottom of switch) with a 0.10" diameter rod to the lock detent. At this point, a 5/64" diameter drill will fit in the lock hole on the side of the switch. The switch is now pinned in LOCK position.

7. Connect the switch plunger to the switch actuator rod for pigtail ignition switches.

8. Position the switch on the column and install the retaining nuts, but do not tighten them.
9. Move the switch up and down along the column to locate the mid-position of rod lash, and then tighten the retaining nuts.
10. Remove the locking pin, connect the battery cable, and check for proper start in PARK or NEUTRAL. Also check to make certain that the start circuit cannot be actuated in the DRIVE and REVERSE position.
11. Attach the steering column to the brake support bracket and install the shrouding.

SWITCH (FAIRMONT AND ZEPHYR)

1. Disconnect negative battery cable and remove steering column trim shroud by removing 4 self-tapping screws.
2. Disconnect the ignition switch electrical connector.
3. Drill out the "break-off head" bolts that connect the switch to the lock cylinder housing using a 1/8" drill.
4. Remove two bolts using an EX-3 "easy out" tool or equivalent.
5. Disengage the ignition switch from the actuator pin.
6. Adjust ignition switch by sliding carrier to "Lock" position. Insert a 7/16" drill bit through switch housing and into carrier, preventing movement of carrier.
7. Rotate ignition key to "Lock" position. Install ignition switch on the actuator pin.
8. Install new "break-off head" bolts and torque until the heads break off.
9. Remove adjustment drill bit or adjusting pin.
10. Connect electrical connector to ignition switch.
11. Connect negative battery cable. Check ignition for proper operation. Install steering column trim shrouds.

WIRING HARNESSSES, CONNECTORS AND CIRCUIT PROTECTION

**GROUP
34**

PART TITLE	PART NO.	PART TITLE	PART NO.
DASH-TO-HEADLAMP JUNCTION WIRING HARNESS	34-10	FUSES AND CIRCUIT BREAKERS	34-30
DASH PANEL-TO-ENGINE WIRING HARNESS	34-20	INSTRUMENT PANEL-TO-DASH WIRING HARNESS	34-01

CK3388-2B

Instrument Panel-to-Dash Wiring Harness

**PART
34-01**

Applies to All Models

SUBJECT	PAGE	SUBJECT	PAGE
REMOVAL AND INSTALLATION		REMOVAL AND INSTALLATION (Cont'd.)	
Ford, Mercury	01-1	Monarch, Granada, Versailles	01-11
Lincoln Continental	01-5	Pinto, Bobcat, Mustang II	01-7
LTD II, Cougar	01-11	Thunderbird, Continental Mark V	01-11
Fairmont, Zephyr	01-7		

CK3389-2B

REMOVAL AND INSTALLATION

There are electronic ignition module connectors on all car lines.

Due to the limited accessibility for service on resistors mounted under the instrument panel, it is recommended that the complete resistor and connector assembly be removed as a unit from the plenum chamber prior to separating the resistor from the wiring connector. The resistor is attached to the plenum chamber with 2 snap-in retainers or two screws. On some car lines the resistor is in the engine compartment and is not necessary to remove. Electrical connector disengagement is shown in Figs. 1, 2 and 3.

WIRING HARNESS

FORD AND MERCURY (FIG. 4)

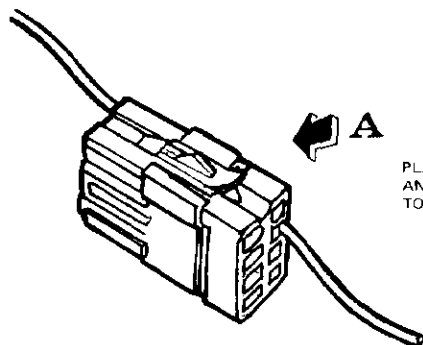
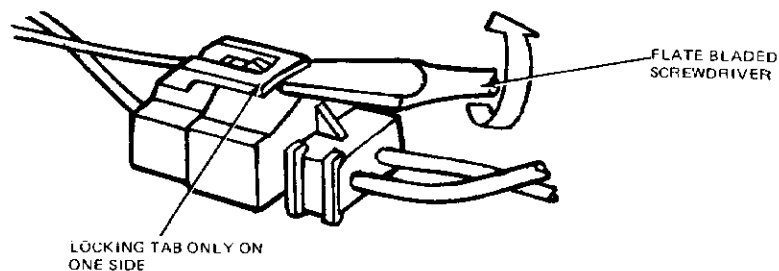
Removal

1. Disconnect the battery ground cable.
2. Disconnect the yellow wire from the battery terminal of the starter relay and pull the red-light blue wire from the relay start terminal.

3. Disconnect the wires from the heater blower motor and resistor. Then remove the harness (14401) from the six straps and clamps along the right fender apron and the dash panel.
4. Disconnect the engine wire harness at the connectors at the rear of the engine. Disconnect wires from the dual brake switch, oil pressure switch, windshield wiper motor and ignition module and push the grommets and wires through the dash panel into the passenger compartment.
5. Remove the bolt that connects the multiple connector (14290) on the dash panel to the fuse panel. Pull the connector from the fuse panel and dash panel.
6. Remove the instrument panel pad (Group 45).
7. Remove the instrument panel radio speaker and disconnect the antenna cable from the radio. Then, disconnect any R.P.O. (optional) wiring connectors under the radio speaker.
8. Disconnect the right door switch wires at right end of the instrument panel.

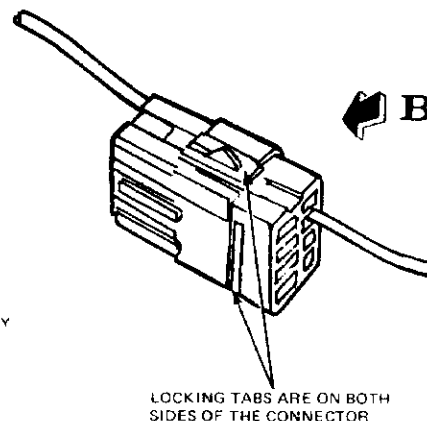
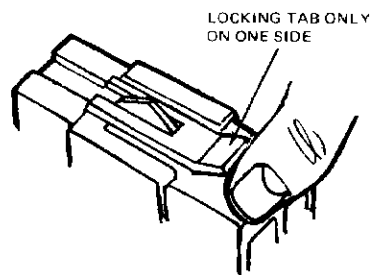


INSERT A FLAT BLADED SCREWDRIVER IN THE LOCKING TAB AND TWIST. GRASP THE WIRES AND PULL TO SEPARATE



PLACE A THUMB UNDER THE LOCKING TAB AND PUSH UP. GRASP THE WIRES AND PULL TO SEPARATE

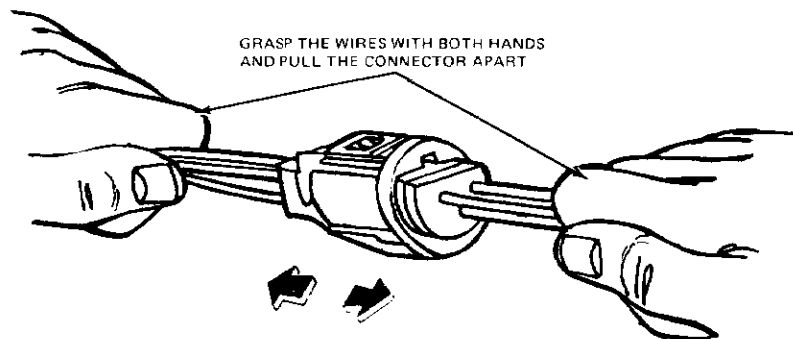
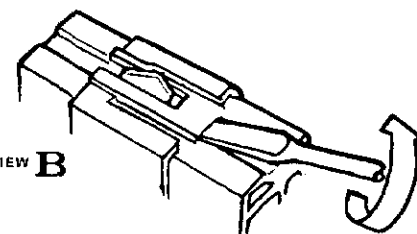
VIEW A



INSERT A FLAT BLADED SCREWDRIVER IN THE LOCKING TAB AND TWIST. GRASP THE WIRES AND PULL UNTIL THE LOCKING TAB IS ON THE RAMP. TURN THE CONNECTOR OVER AND REPEAT THE PROCEDURE ON THE OPPOSITE SIDE OF THE CONNECTOR. THEN GRASP THE WIRES AND PULL APART.

LOCKING TABS ARE ON BOTH SIDES OF THE CONNECTOR

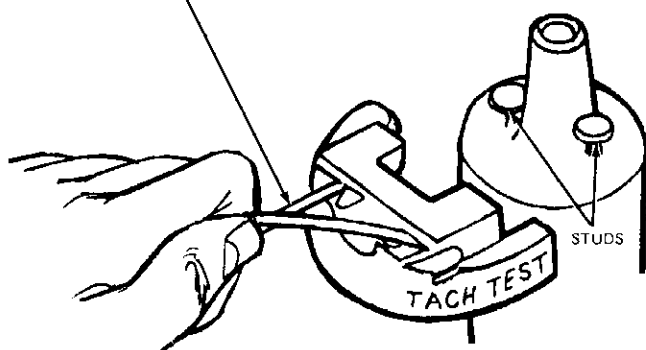
VIEW B



K3222-2A

FIG. 1 Electrical Connector Disengagement—In Line Connectors

GRASP THE WIRES AND PULL THE
CONNECTOR FROM THE COIL STUDS



K3223-1C

**FIG. 2 Electrical Connector Disengagement—
Component Connectors**

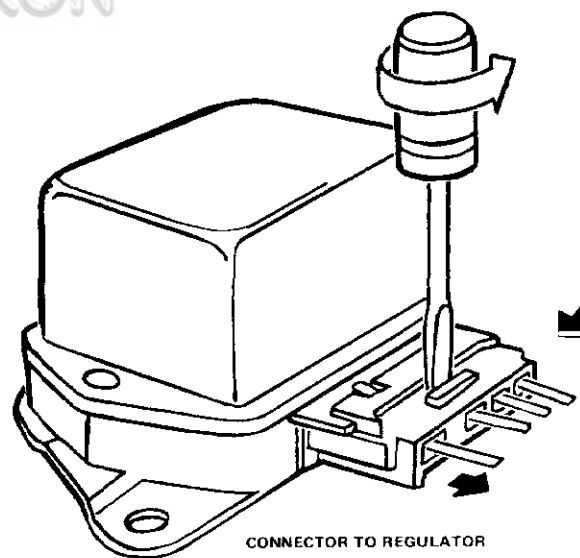
9. Remove the trim panel below the steering column and remove the steering column shroud.
10. Disconnect the back-up lamp switch, turn signal indicator switch column connector and stop lamp switch wires.
11. Disconnect the vacuum hose connector from the heater or air conditioner control assembly. If equipped with air conditioning, disconnect one Bowden cable from the control assembly. Disconnect two Bowden cables, if equipped with heater only.
12. Disconnect the wire from the parking brake switch.
13. Disconnect the connector to the left door switch.
14. Loosen the front screw, retaining the left door scuff plate to the rocker panel. Pull the carpet back away from the dimmer switch area and remove the wire shield on the floor. Disconnect the harness connectors to the rear lamps and the dimmer switch.
15. Disconnect the automatic transmission indicator cable from the steering column. Remove the steering column bolts and lower the steering column.
16. Remove ignition switch connector from the steering column and remove one wrap-around clip holding the ignition switch wire to steering column connector bracket.
17. Disconnect the speedometer cable from the speedometer.
18. Place a protective cover over the steering column.
19. Remove four instrument panel attaching bolts.
20. With the help of an assistant, lift the instrument panel from the vehicle and place it face down on a clean bench. Remove all A/C ducts; left hand, right hand and center.
21. Remove the harness from the retainers behind the instrument cluster. Remove any overlay wire assemblies from the retainer clips.
22. Disconnect the harness from the headlight switch, wiper switch, left hand instrument panel courtesy lamp, seat belt warning buzzer and the turn signal

flasher. Disconnect the ground wire from left end of instrument panel and remove wiper switch illumination bulb.

23. Disconnect the harness from the cluster printed circuit, heater-air conditioning control, ash tray lamp and the cigar lighter.
24. Remove the harness retainer behind the ash tray, and disconnect the radio from the harness.
25. Disconnect the harness from the clock, glove box lamp and switch. Disconnect right hand courtesy lamp (if so equipped). Then, remove harness from retainers above glove box and remove from instrument panel.
26. Remove the clip locators: One rear of cluster and two on the vertical brace, right hand side of the radio. Remove the 14401 harness from the instrument panel.

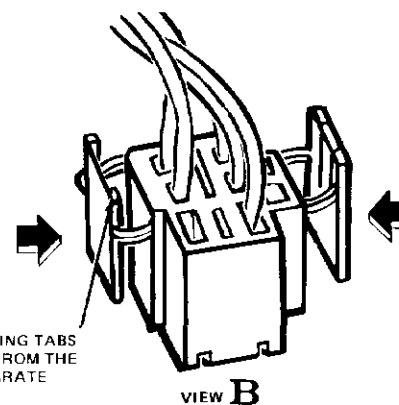
Installation

1. Compare the new harness with the old harness. Transfer the hazard flasher, key warning buzzer and all fuses to the new harness fuse panel. Transfer bulbs to new harness sockets.
2. Position new harness to instrument panel, install the two clip locators into the holes provided, place in retainers above glove box, and connect the glove box lamp and switch to the harness. Connect the right hand courtesy lamp.
3. Connect radio and clock to harness and install harness retainer behind ash tray. Connect harness to cigar lighter, ash tray lamp, heater-air conditioning control and the cluster printed circuit.
4. Insert the wiper switch illumination bulb into hole and connect the ground wire to the left end of the instrument panel.
5. Connect the harness to the headlamp switch, wiper switch, left hand instrument panel courtesy lamp (if so equipped), seat belt buzzer and turn signal flasher. Then, install the harness retaining clips behind the cluster. Install all R.P.O. (optional) wiring (if removed). Install the A/C ducts (if so equipped).
6. With an assistant, position the instrument panel in the vehicle and start one attaching bolt at each end. Connect the ignition switch connector to the steering column, reinstall the retaining clip around the ignition switch, steering column connector and secure in hole on the column retainer bracket.
7. Install the two remaining instrument panel attaching bolts and tighten the four bolts securely.
8. Connect the speedometer cable to the speedometer, and the transmission selector indicator cable to the steering column. Adjust the transmission selector indicator as outlined in Group 13.
9. Position the steering column to the instrument panel and install the attaching bolts.
10. Connect the harness to the dimmer switch and the rear lamps harness. Then, install the harness connector shield, reposition the carpet, and tighten the scuff plate screw.
11. Connect the left door switch connector to harness and install the cowl side trim panel. Then, connect harness to the parking brake switch.

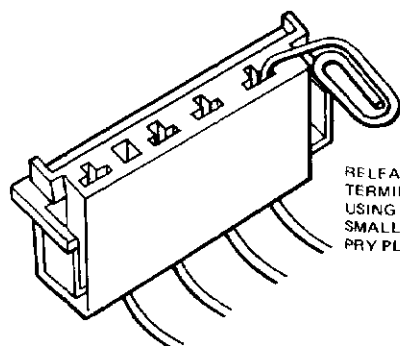


A

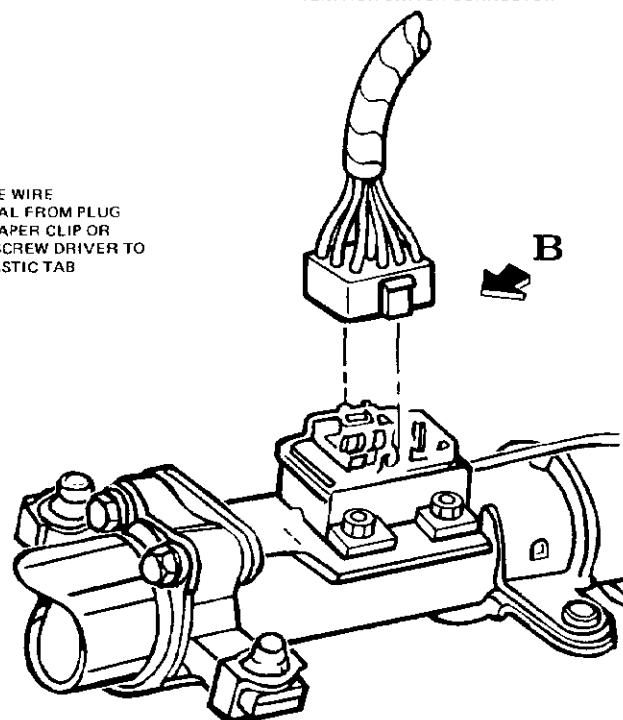
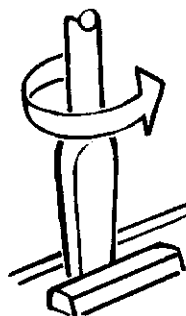
SQUEEZE THE TOP OF THE LOCKING TABS
UNTIL THE BOTTOM RELEASES FROM THE
IGNITION SWITCH. PULL TO SEPARATE



IGNITION SWITCH CONNECTOR



MODIFYING WIRING ASSY.
(14305) AT REGULATOR CONNECTOR PLUG



K3224-2D

FIG. 3 Electrical Connector Disengagement—Component Connectors

12. Connect the Bowden cable(s) and vacuum hose harness connector to the heater or air-conditioning control assembly.
13. Connect the stop lamp switch, turn indicator switch, and the back-up lamp switch.
14. Install the trim panel below the steering column and the steering column shroud.
15. On the right side of the panel, connect the right door switch wires to the harness. Connect the hardshell connector. Connect the antenna cable to the radio, and install the radio speaker.
16. Push the three harness ends through the holes in the dash panel and seat the grommets. Secure the fuse panel to the dash panel, and connect the engine compartment connector (14290) plug to the fuse panel. Install the connector-to-fuse panel screw (14290).
17. Working under the hood, connect the harness to the dual brake switch, oil pressure switch, wiper motor, ignition module and engine harness at rear of engine. Route the harness along dash and right fender apron and secure in place.
18. Connect the harness to the heater blower motor and resistor and the starter relay.
19. Connect the ground cable to the battery and check the vehicle and electrical items for proper electrical operation. Then, install the instrument panel pad.

LINCOLN CONTINENTAL (SEE FIG. 4)

Removal

1. Disconnect the battery ground cable.
2. Remove the bolts that connect the multiple connector (14290 and 14398) on the dash panel to the fuse panel. Pull the connector from the fuse panel and dash panel. Disengage bulkhead connector from the dash panel.
3. Disconnect connections to the windshield wiper motor and ignition module and push the grommets and wires through the dash panel into the passenger compartment.
4. Remove the instrument panel pad (Group 45).
5. Disconnect the antenna cable from the radio. Then disconnect any optional wiring connectors in the section.
6. Disconnect connector to the R.F. regulator wiring harness near centerline of instrument panel. Remove the tie strap to the upper center brace.
7. Disconnect connector to the electro-voltage relay by the glove box.
8. Remove the trim panel below the steering column and remove the steering column shroud.
9. Disconnect the back-up lamp switch, turn signal indicator switch column connector and stop lamp switch wires.
10. Disconnect the vacuum hose connector from the air conditioner control assembly. Disconnect one Bowden cable from the control assembly.
11. Disconnect the wire from the parking brake switch.
12. Loosen the front screw retaining the left door scuff plate to the rocker panel. Pull the carpet away from the dimmer switch area and remove the wire shield on the floor. Disconnect the harness connectors to

the harness on the floor pan, the dimmer switch, the L.F. regulator wiring, moon roof wiring and search radio switch, if so equipped.

13. Disconnect the automatic transmission indicator cable from the steering column. Remove the steering column bolts and lower the steering column.
14. Remove ignition switch connector from the steering column and remove one tie strap around ignition switch, turn signal switch and cornering lamp wires.
15. Disconnect the speedometer cable from the speedometer.
16. Place a protective cover over the steering column.
17. Remove four instrument panel attaching bolts and braces.
18. With the help of an assistant, lift the instrument panel from the vehicle and place it face down on a clean bench. Remove all A/C ducts.
19. Remove the harness from the retainers behind the instrument cluster. Remove any overlay wire assemblies from the retainer clips.
20. Disconnect the harness from the lighting switch, wiper switch, left-hand instrument panel courtesy lamp, seat belt warning buzzer and the turn signal flasher. Disconnect the ground wire from left end of instrument panel and wiper and lighting switch illumination jumper.
21. Disconnect the harness from the cluster printed circuit, air conditioning control, ash tray lamp and cigar lighter.
22. Remove the harness retainer behind the ash tray, and disconnect the radio from the harness.
23. Disconnect the harness from the clock, glove box lamp and switch. Remove clip locator and disconnect right-hand courtesy lamp. Then remove harness from retainers above glove box and remove from instrument panel.
24. Remove the clip locators above the cluster at the L.H. side and above the R.H. courtesy lamp. Remove the 14401 harness from the instrument panel.

Installation

1. Compare the new harness with the old one. Transfer the hazard flasher, key warning buzzer and all fuses to the new harness fuse panel. Transfer bulbs to new harness sockets.
2. Position the new harness to instrument panel, install the clip locators above glove box lamp and switch to the harness. Connect the right-hand courtesy lamp and locator.
3. Connect radio and clock to harness and install harness retainer behind ash tray. Connect harness to cigar lighter, ash tray lamp, air conditioning control and the cluster printed circuit.
4. Connect 2-way connector to wiper switch and lighting switch illumination jumper, and bulbs for optional lighting.
5. Connect the harness to the lighting switch, wiper switch, left-hand instrument panel courtesy lamp, key warning buzzer, turn signal flasher, and power window relay. Then install the harness retaining

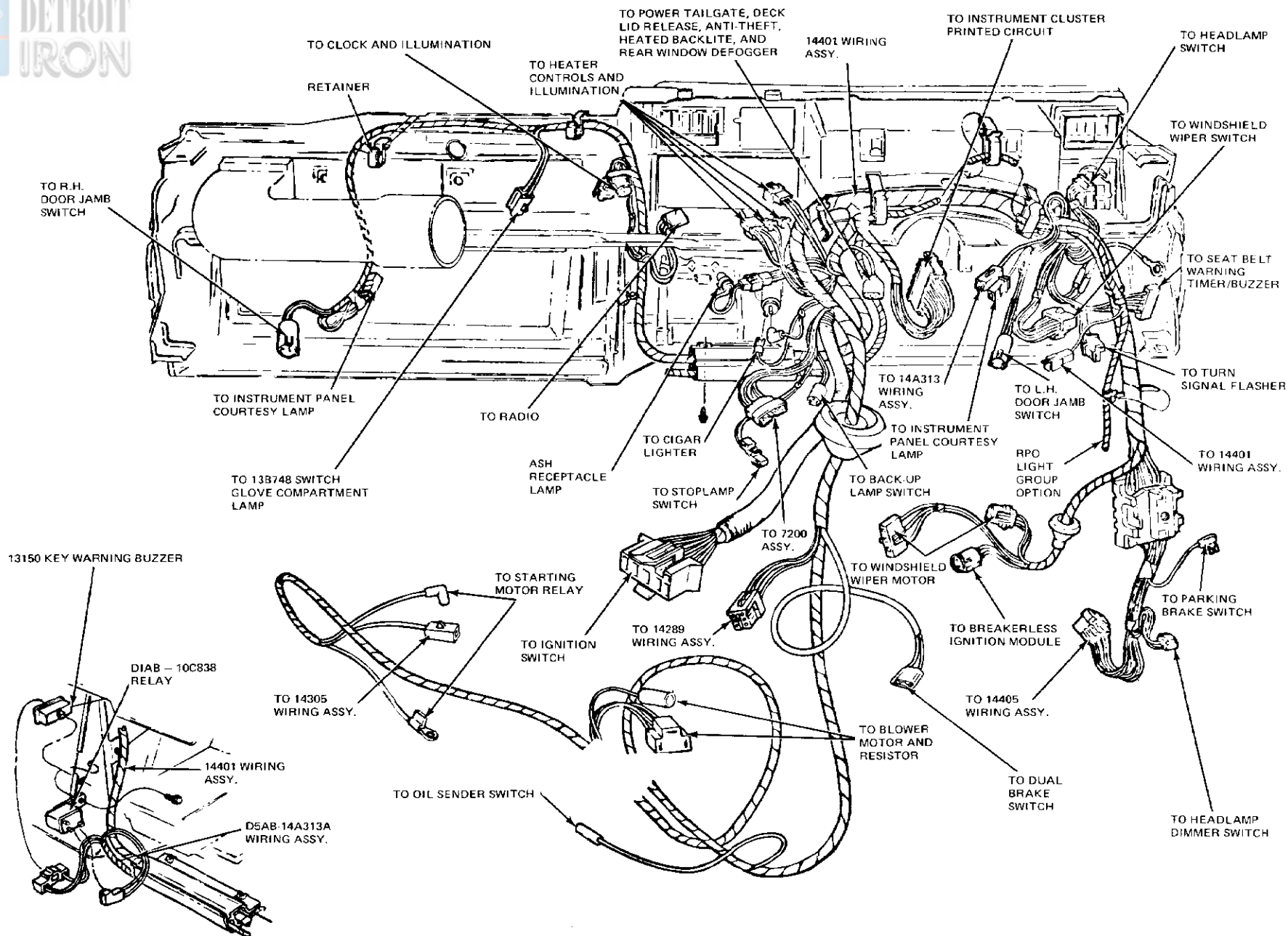


FIG. 4 Instrument Panel and 14401 Wire Harness—Ford (Mercury and Lincoln Continental Similar)

- clips over the cluster. Install all optional wiring. Install A/C ducts.
6. With an assistant, position the instrument panel in the vehicle and start one attaching bolt at each end.
 7. Install the two remaining instrument panel attaching bolts and tighten all four securely. Install braces.
 8. Connect the speedometer cable to the speedometer, and the transmission selector indicator cable to the steering column. Adjust the transmission selector indicator as outlined in Group 13.
 9. Position the steering column to the instrument panel and install attaching bolts. Connect the ignition switch connector, the stop lamp switch connector, the turn signal switch connector, the back-up lamp switch connector and cornering lamp switch connector to the mating connectors on the steering column. Then route connectors through hole in dash panel and seat grommet. Place J-clip around wiring and pull up securely to brake pedal support.
 10. Connect the harness to the dimmer switch, the harness on the floor pan, L.F. power window harness, moonroof wiring and search radio wiring, if so equipped. Place locator (14401) into oval shield just below the fuse panel. Also place L.F. regulator harness and optional wiring into the shield. Then install the harness connector shield, reposition the carpet and tighten the scuff plate screw.
 11. Connect the Bowden cable and vacuum hose harness connector to the A/C control assembly.
 12. Install the trim panel below the steering column and steering column shroud. On the R.H. side of the panel, connect the 14401 harness to the electro-voltage relay.
 13. Connect the right door switch wires to the harness. Connect the hardshell connector. Connect the antenna cable to the radio and install the radio speaker.
 14. Push the harness ends through the holes in the dash panel and seat the grommets. Secure the fuse panel to the dash panel and connect engine compartment connectors (14401 and 14398) to the fuse panel. Install the connector-to-fuse panel screws.
 15. Under the hood, connect the harness to the wiper motor and ignition module.
 16. Connect the ground cable to the battery and check the vehicle and electrical items for proper electrical operation. Then install the instrument panel pad.

FAIRMONT AND ZEPHYR (FIG. 5)

Removal

1. Disconnect the battery ground cable.
2. Pull off the heater/AC control knobs and pry off the heater/AC control panel and lens assembly. Remove the control-to-instrument panel retaining screws. Position the control out of the panel opening. Disconnect the blower switch, light bulb, and the temperature and defroster cables (remove screws and clips), and remove the heater/AC control.

3. Drop the headlamp switch from behind the instrument panel and disconnect the multiple plug from the switch. Disconnect the emission system wires, and seat belt buzzer wires.
4. Disconnect and remove the courtesy lamp switch from the left front door hinge pillar and pull the wiring free of the pillar.
5. The fuse panel is attached to the lower instrument panel.
6. Disconnect the multiple plug to the back-up and rear turn signal lamps. Disconnect the connectors at the fuel gauge sender unit lead and at the dome lamp feed wire, pull the dome lamp wires from the cowl. Disconnect connectors at steering column for wiper motor, turn signal, emergency flasher, ignition module, horn, dimmer switch and washer switch.
7. Disconnect stop lamp switch, steering column wiring, cigar lighter and neutral switch.
8. Remove the harness from the vehicle by pulling it out through the instrument cluster opening.

Installation

1. Connect the harness plugs to the turn signal and hazard flasher units and to the plugs on the wires going to the wiper motor, stop lamp switch, emergency flasher, ignition module, horn, dimmer switch, steering column wiring, cigar lighter, and neutral switch.
2. Reverse removal procedure.

PINTO, BOBCAT AND MUSTANG II (FIGS. 6 AND 7)

The Pinto and Bobcat instrument panel and 14401 wire harness is shown in Fig. 6. Refer to Fig. 7 for connector locations on Mustang II.

Removal

1. Reaching behind the right end of the instrument panel, disconnect the harness multiple connectors from the right courtesy lamp connector, the temperature switch, the turn signal flasher, the key buzzer and the hazard flasher. Disconnect the harness bullet connector from the wire to the right seat belt retractor. Disconnect the wires to the optional seat belt warning system, if so equipped.
2. Disconnect the harness single wire connectors from the cigar lighter. Disconnect the harness plugs from the seat belt buzzer and indicator lamp.
3. Disengage the right half of the harness from two retaining clips.
4. Proceeding from right to left, remove the harness shield (2 screws), and disconnect the harness connectors to the A/C resistor, A/C switch illumination bulb, and radio or heated backlamp.
5. At the left side of the instrument panel, disconnect the harness multiple plugs at the instrument cluster, the ignition switch wiring, the steering column wiring, the windshield wiper motor wiring, the dimmer switch wiring, the windshield wiper switch, the headlamp switch, heated backlamp relay (right of instrument panel) and switch (right of steering column), left seat belt retractor wiring, taillamp wiring and the left courtesy lamp wiring. Disconnect

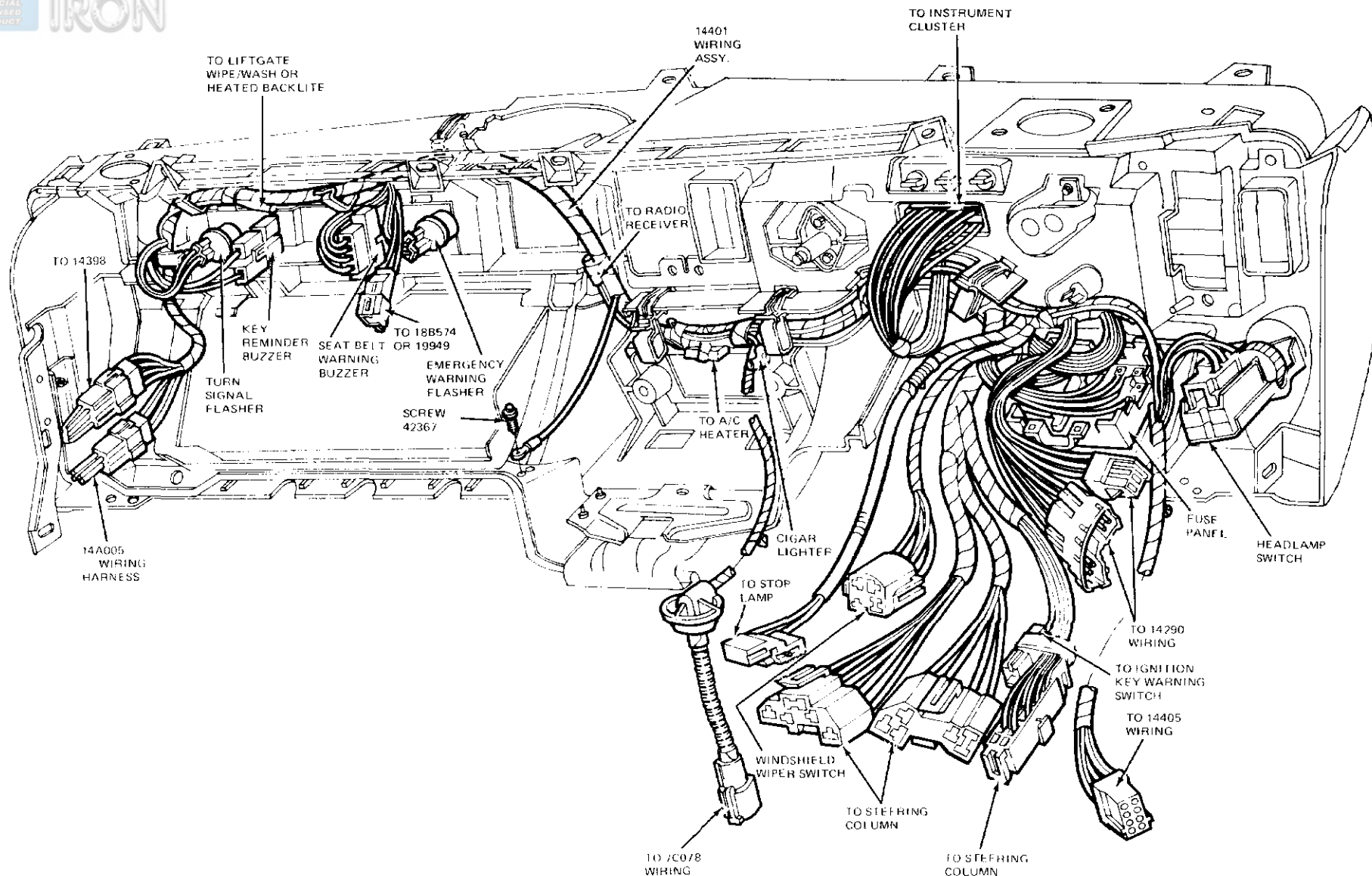


FIG. 5 Instrument Panel and 14401 Wire Harness—Fairmont and Zephyr

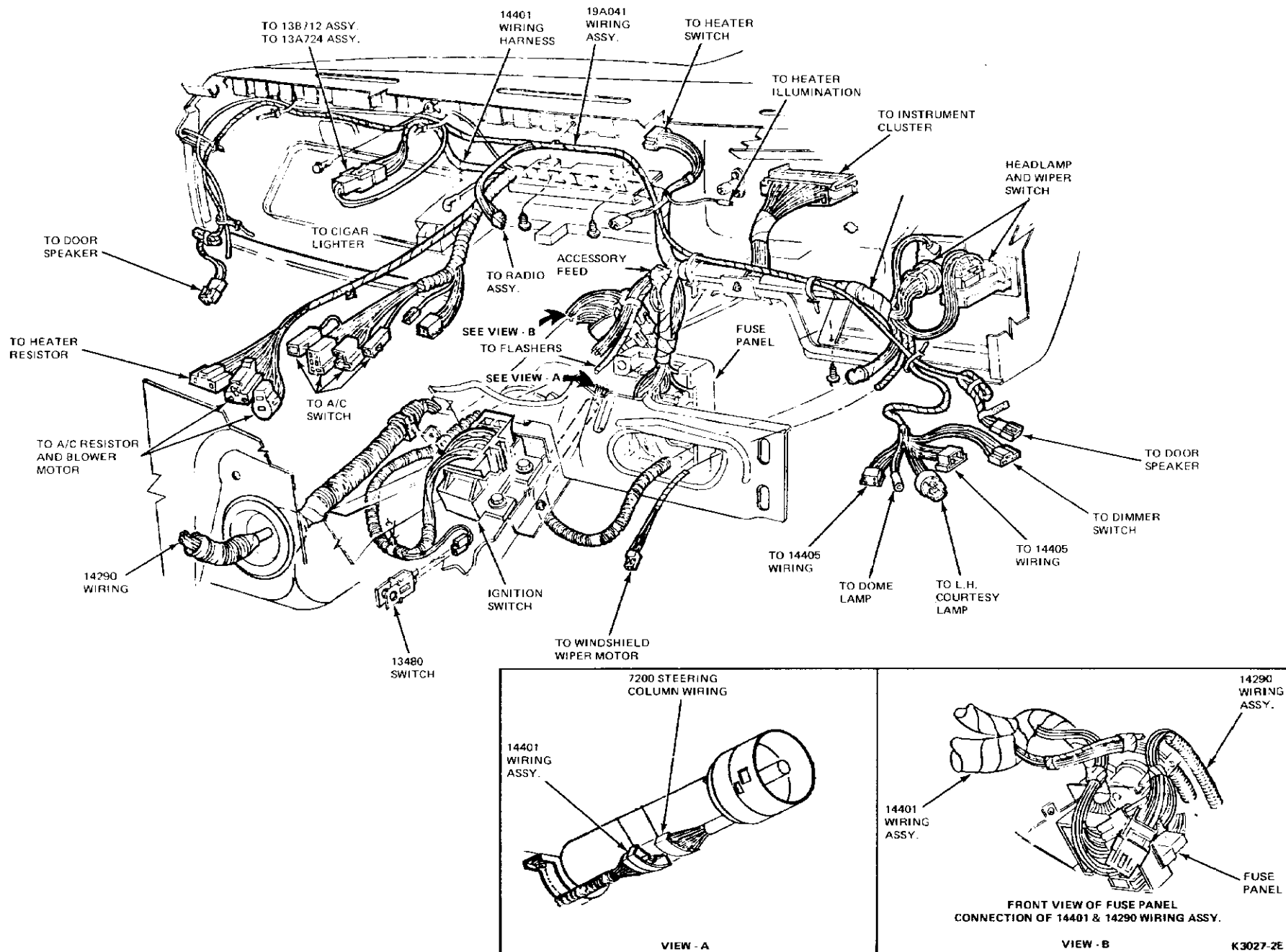


FIG. 6 Pinto and Bobcat Instrument Panel and 14401 Wire Harness

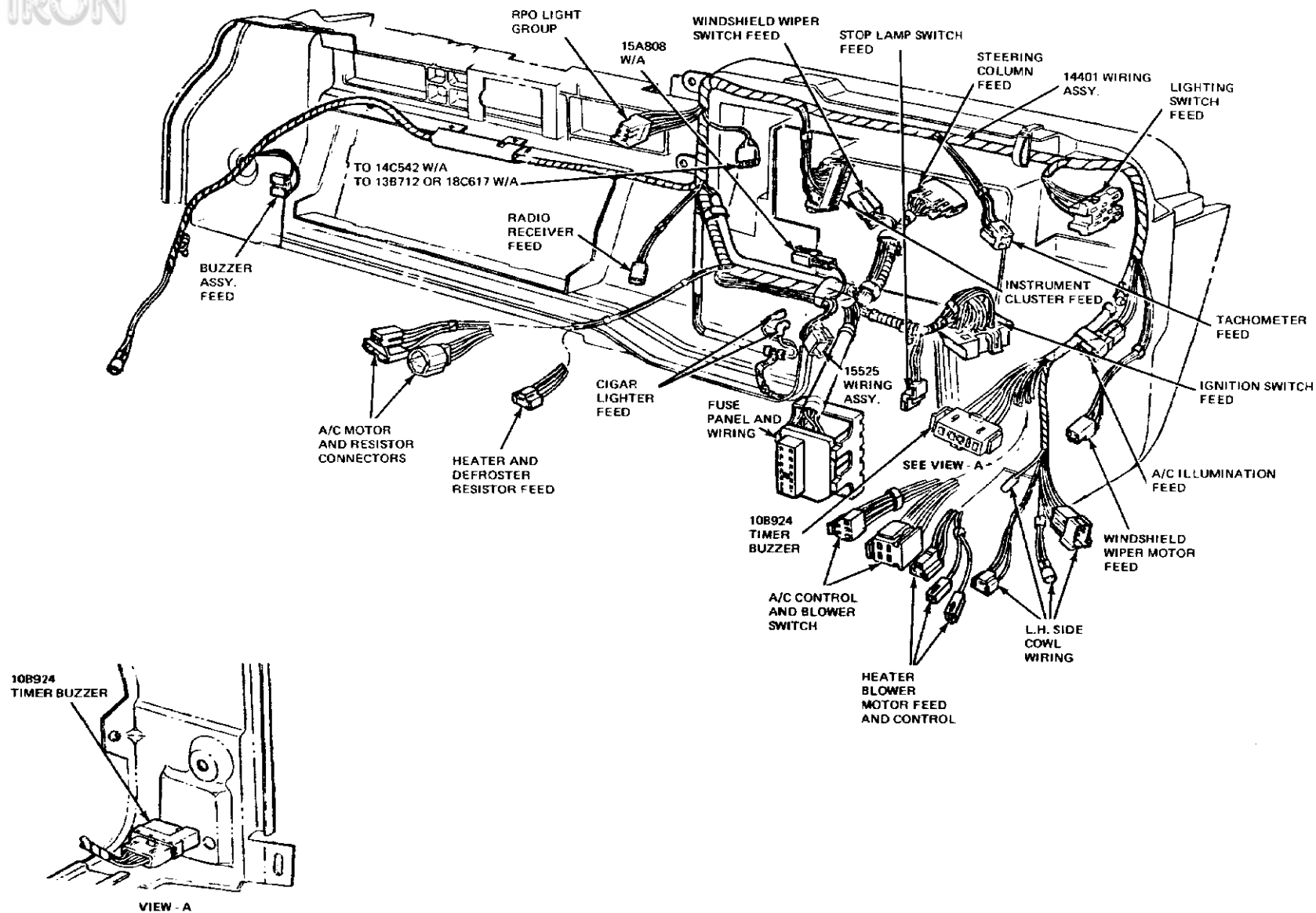


FIG. 7 Instrument Panel and 14401 Wire Harness—Mustang II

the single wire connector to the dome lamp. Disengage the illumination bulb from the instrument cluster and the windshield wiper switch.

6. Disengage the harness and integral shield from under the left side of the instrument panel.
7. Remove the fuse panel-to-multiple connector retaining screw, disconnect the panel from the connector, and remove the harness from the vehicle.

Installation

1. Position and route the harness behind the instrument panel.
2. Engage the harness and integral shield at the left end of the instrument panel.
3. At the left end of the instrument panel, connect the harness multiple plugs to their matching plugs whose wiring goes to the left courtesy lamp, the taillamp, the dimmer switch, the windshield wiper motor, the steering column, heated backlamp relay, left seat belt retractor, and the ignition switch. Connect the harness multiple connectors that plug directly to the headlamp switch, the windshield wiper switch and the instrument cluster. Connect the single wire connector to the dome lamp. Engage the illumination bulb in the instrument cluster.
4. Plug the fuse panel (at the end of the harness) into the multiple connector at the brake pedal support, and install the panel-to-connector retaining bolt.
5. Proceeding from left to right, install the harness removable shield (2 screws), and connect the harness wires to the A/C resistor, A/C switch illumination bulb, heated backlamp switch, and radio or defogger.
6. Engage the right half of the harness to the two retaining clips.
7. At the right side of the instrument panel, connect the harness single wire connectors to the clock illumination bulb and the cigar lighter. Connect the harness plugs to the seat belt buzzer and indicator lamp.
8. At the right end of the instrument panel, connect the harness multiple connectors to the hazard flasher, the ignition key buzzer, the turn signal flasher, the temperature switch, the optional seat belt warning system (if so equipped) and the right courtesy lamp connector. Connect the harness bullet connector to the right seat belt retractor wiring.

INSTRUMENT PANEL—

LTD II, Cougar, Monarch, Versailles, Granada, Thunderbird and Continental Mark V (Figs. 8 through 11)

To replace the harness, it will be necessary first to remove the entire instrument panel assembly from the vehicle and set it on a bench. Refer to Figs. 8 through 11 for component locations.

Removal

1. Disconnect the battery ground cable.
2. Remove the steering column trim cover (snaps off).
3. Remove the steering wheel (Group 13), the turn signal lever (Group 32) and the gear shift lever (Group 13) to provide clearance.

4. Remove the instrument cluster from the instrument panel (Group 33).
5. Remove the left and right cowl side kick pads.
6. Disconnect the three harness plugs (1 to the ignition switch, 1 to the backup lamp switch wiring and 1 to the turn signal switch wiring) at the brake pedal support.
7. Remove the parking brake release handle from the lower edge of the instrument panel (2 screws).
8. Remove the wiring harness shield (3 clips and 3 screws).
9. Disconnect the harness plugs at the floor pan below the brake pedal.
10. Disconnect the lead to the parking brake indicator lamp switch, if so equipped.
11. Disconnect the multiple plug from the dimmer switch.
12. Disconnect the turn signal and hazard flashers from the wire harness on Continental Mark V.
13. The fuse and circuit breaker panel, which is a part of the instrument main (14401) wiring harness assembly, is mounted on the instrument panel (Part 34-30). The illustration shows the fuse—C.B. panel and connector assembly without the individual 14401 harness wires attached. To remove the assembly from the dash panel, remove the retaining screw from each of the harness connector plugs in the engine compartment at the left side of dash panel. Pull the harness plugs out of the fuse—C.B. Connector Assembly. Depress the four tabs that hold the connector assembly to the dash panel, and push the connector together with the fuse—C.B. panel into the passenger compartment. There is no bulk-head connector on Granada and Monarch (See Fig. 10).

On Continental Mark V, a branch of the harness goes through a grommet in the dash panel to the engine compartment. In the engine compartment, disconnect the two harness plugs to the windshield wiper motor, the plug to brake indicator lamp switch, and the plug to the electric spark control sensor, if so equipped. Pull this portion of the harness through the grommet into the passenger compartment.

14. Disconnect the vacuum harness connector plugs and the temperature control cable from the heater or manual A/C—heater control head (does not apply if equipped with ATC).
15. Disconnect the vacuum hose (with yellow stripe) from the panel-defrost door vacuum motor located in the center air distribution duct.
16. Disengage the right courtesy lamp (jamb) switch from the right A pillar, and pull the switch and wiring free of the pillar (LTD II, Cougar and Thunderbird only).
17. Remove the instrument panel-to-cowl right brace screw at the top of the instrument panel (LTD II, Cougar and Thunderbird only).

On Continental Mark V, a brace runs between the steering column support and the lower edge of the instrument panel. Remove the brace attaching screw at the steering column support.

18. Remove the instrument panel-to-cowl center brace nut (screws on Continental Mark V) at the cowl.
19. Remove the instrument panel upper left and right retaining nuts, and the lower left and right end retaining screws.
20. Remove the instrument panel assembly from the vehicle and place it on a bench face down. Besides the 14401 wiring harness, the following items are still attached to the panel: the glove box, radio, radio speaker (LTD II, Cougar and Thunderbird only), heater or heater—A/C or ATC control, fuse-circuit breaker panel, and upper air ducts.

Installation

1. Install the instrument panel to the dash so that the dash upper left and right studs enter their respective upper left and right stud holes in the instrument panel flanges. Install the retaining nuts on the studs, but do not tighten.
2. On LTD II, Cougar and Thunderbird, position the center brace, so that hole in the brace fits over the stud at the center of the cowl. Install the brace retaining nut on the stud, but do not tighten.

On Continental Mark V, position the center brace, so that the hole in the brace is aligned with the screw hole at the center of the cowl. Install the brace retaining screw, but do not tighten.

3. Install the lower left and right instrument panel-to-side cowl screws, but do not tighten them.
4. On LTD II, Cougar and Thunderbird, attach the instrument panel-to-cowl right brace to the top of the instrument panel with one screw. Do not tighten the screw.

On Continental Mark V, attach the instrument panel lower flange support brace to the steering column support (1 screw). Do not tighten.

5. Adjust the instrument panel assembly so that the center air distribution duct in the panel seats firmly over the rectangular opening in the plenum chamber of the heater or A/C assembly.
6. After adjusting the instrument panel properly in place, tighten the screws and stud nuts as follows: instrument panel lower left and right retaining screws to 12-20 ft-lbs; instrument panel upper left and right retaining nuts to 7-11 ft-lbs; panel to cowl center brace nut at the cowl to 7-11 ft-lbs, and panel to cowl right brace screw at the top of the instrument panel to 8-18 in-lbs. Tighten the brace screws snug on Continental Mark V.
7. Secure the radio speaker to the cowl with two screws (LTD II, Cougar and Thunderbird only).
8. Engage the right courtesy lamp (jamb) switch in the right A pillar (LTD II, Cougar, and Thunderbird only).
9. Connect the harness plug to the blower motor resistor, and connect the power leads at the motor.
10. Connect the vacuum hose (with yellow stripe) to the panel-defrost door vacuum motor located in the center air distribution duct.
11. Connect the vacuum harness connector plugs and the temperature control cable to the heater or heater—A/C control head. (Does not apply if equipped with ATC.)

12. Push the fuse-C.B. panel and connector assembly into the cut-outs in the dash panel until the four connector-to-dash tabs lock it in place (Part 34-30, Fig. 13).
13. From the engine side of the dash panel, connect the plugs from two other wiring harnesses to the retainer connector assembly. Install the plug retaining screws and torque to 18-28 in-lbs.
14. On Continental Mark V, push the branch of the harness that goes into the engine compartment through the grommet in the dash panel. In the engine compartment, connect the two harness plugs to windshield wiper motor, the plug to the brake indicator lamp switch, and the plug to the electric spark control, if so equipped.
15. Connect the wire harness to the turn signal and hazard flashers (Continental Mark V).
16. Connect the harness multiple plug to the dimmer switch.
17. Connect the lead to the parking brake indicator lamp switch, if so equipped.
18. At the floor pan below the brake pedal, connect the two multiple and three single connector plugs to the harness. Then install the shield over the harness and secure it to the floor pan (3 clips and 3 screws).
19. Install the parking brake release handle to the lower edge of the instrument panel (2 screws).
20. At the steering column, connect the four harness plugs (2 to the ignition switch, 1 to the back-up switch wiring, and 1 to the turn signal switch wiring).
21. Install the left and right cowl side kick pads.
22. Install the instrument cluster in the instrument panel (Group 33).
23. Install the instrument panel pad (Group 45).
24. Install the gear shift lever, the turn signal lever (Group 32), and the steering wheel (Group 13).
25. Install the steering column trim cover, and connect the battery ground cable.

WIRING HARNESS—

LTD II, COUGAR, THUNDERBIRD, GRANADA, MONARCH AND VERSAILLES (FIGS. 8, 10 AND 11)

Removal

1. Remove the instrument panel from the vehicle, as outlined in the foregoing procedure.
2. With the instrument panel on the bench face down, disconnect the wire from the left courtesy lamp.
3. Remove the philips head screws from the five harness shield retainers at the lower lip of the instrument panel.
4. Cut the two plastic straps that retain the harness to other wires.
5. Disconnect three harness connectors (4 if equipped with heated backlamp) from the heater or heater A/C control.
6. Remove the harness left shield from the instrument panel.

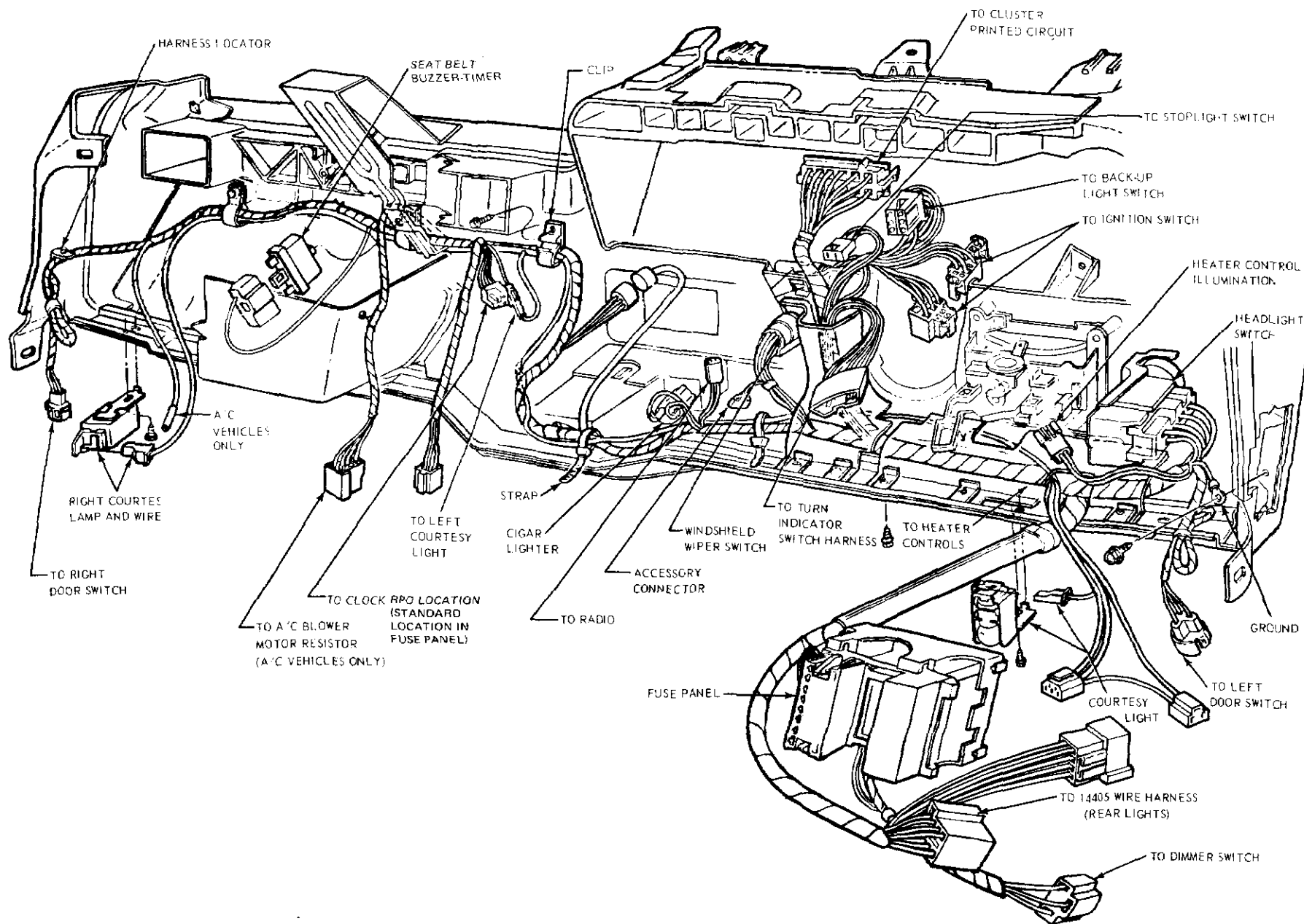


FIG. 8 LTD II, Cougar and Thunderbird Instrument Panel and 14401 Wire Harness

K3030-2E

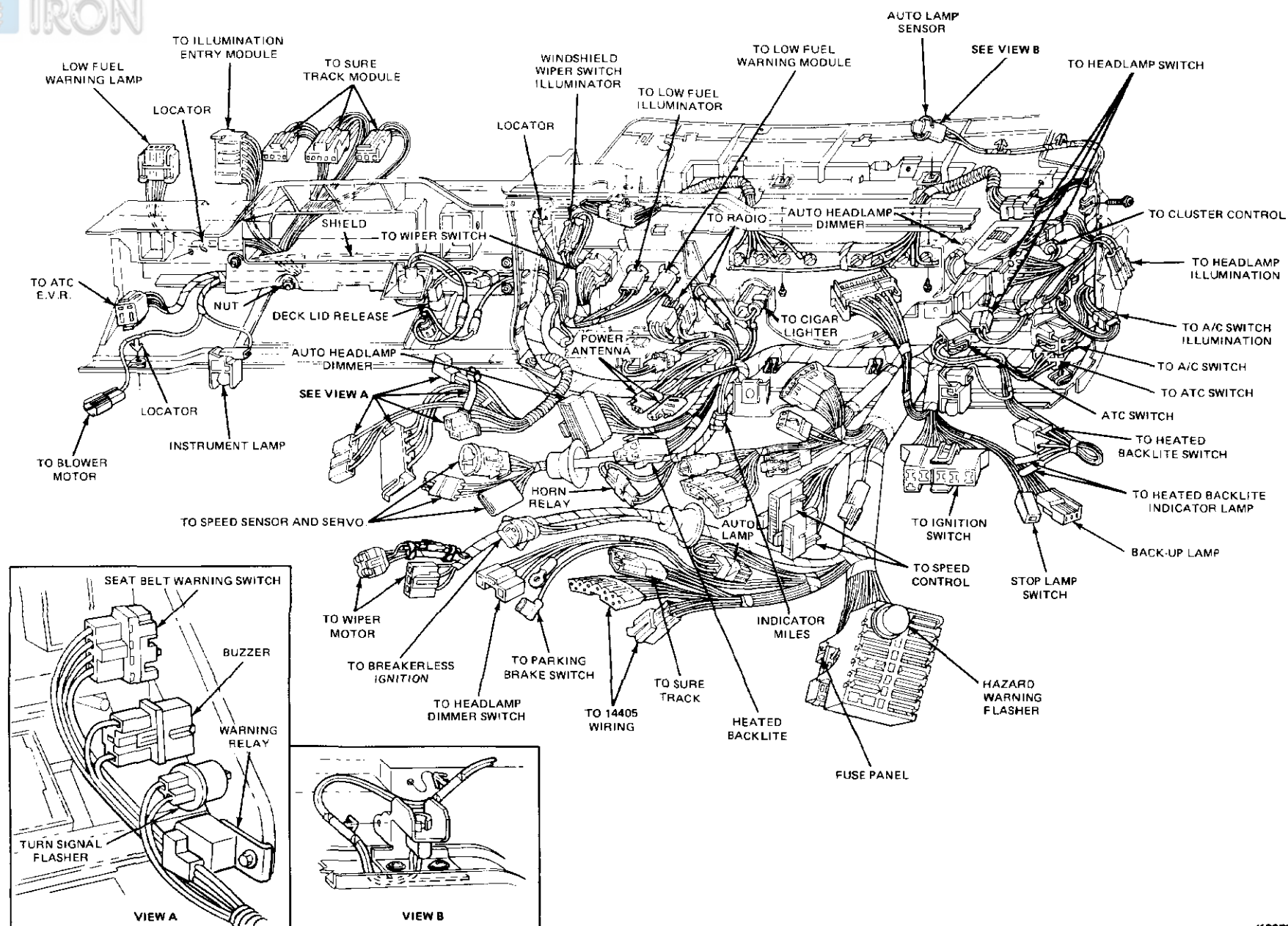


FIG. 9 Instrument Panel and 14401 Wire Harness—Continental Mark V

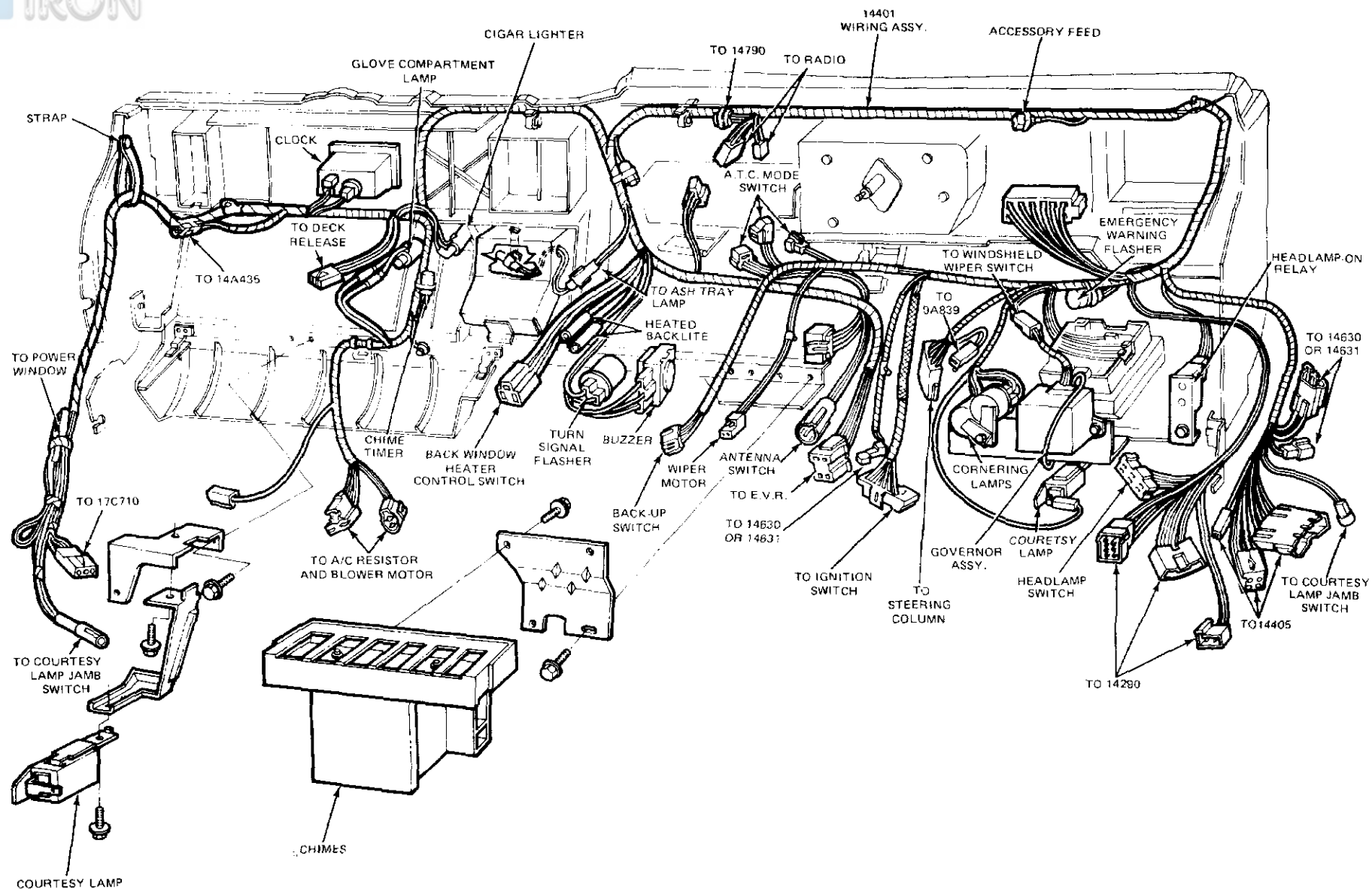


FIG. 11 Instrument Panel and 14401 Wiring Harness—Versailles

K3651-2A

7. Disconnect the harness multiple connector from the headlamp switch, and remove the ground wire screw near the switch.
8. Pull the harness out from the instrument panel as far as the right side of the steering column opening.
9. Disconnect the harness plug from the windshield wiper switch, and pull the harness out from under the right shield near the radio.
10. Remove the radio rear support bracket (2 nuts), squeeze the harness plastic locators, and remove the harness from the support bracket.
11. Disconnect the power and ground leads from the cigar lighter and the harness leads from the radio and speaker.
12. Disconnect the ash tray illumination bulb connector plug and the glove box lamp wire. Disconnect the harness plug and seat belt buzzer.
13. Squeeze the harness plastic locator and remove the right end of the harness (with plug to courtesy lamp switch) from the right end of the instrument panel. Disconnect the single wire connector from the right courtesy lamp (R.P.O.).
14. Disconnect any other harness leads as required by optional equipment.
15. Remove the retaining screws from the three clips that hold the harness to the instrument panel across the top of the glove box.
16. Squeeze the harness plastic locator, and disengage it from the instrument panel and the center of the glove box.
17. Pull the harness out from the center of the instrument panel.

Installation

1. Transfer the two flashers to the fuse and circuit breaker panel on the replacement 14401 wiring harness.
2. Position the right end of the new harness along the right side of the instrument panel, and push the harness plastic locators into the instrument panel over the center of the glove box and at the right end of the panel.
3. Secure the three harness retaining clips to the panel across the top of the glove box (3 screws).
4. Connect the single wire connector to the right courtesy lamp (part of 14A313 wiring assembly).
5. Connect the glove box lamp wire and the harness plugs to the ash tray illumination bulb and seat belt buzzer.
6. Connect the harness leads to the radio, speaker, and cigar lighter (power and ground).
7. Push the harness plastic locator into the radio support bracket and install the bracket (2 nuts).
8. Position the harness under the right plastic shield to the right of the steering column opening, and connect the harness plug to the windshield wiper switch.
9. Continue laying the harness along the left lower edge of the instrument panel.
10. Connect the harness multiple connector to the headlamp switch and the ground wire to the panel near the headlamp switch (1 screw).

11. Install the plastic shield over the left side of the harness. Fasten the plastic shields to the lower edge of the instrument panel with five retaining clips and screws (2 for right shield, 3 for left shield).
12. Connect the three harness connectors (4 if equipped with heated rear window or defogger) to the heater or heater—A/C control.
13. Fasten the center of the harness to other wires with two plastic straps.
14. Connect the harness plug to the left courtesy lamp, and attach the lamp assembly to the left lower edge of the instrument panel (1 screw).
15. Connect any other harness leads as required by optional equipment.
16. Install the instrument panel in the vehicle, as outlined in the foregoing procedure.

WIRING HARNESS—

CONTINENTAL MARK V (FIG. 9)

Removal

1. Remove the instrument panel from the vehicle as outlined in this section.
2. With the instrument panel face down, disconnect the lead to the right courtesy lamp and the sure track brake plugs at the right end of the harness. Disconnect the harness plug to the low fuel indicator switch and the plugs to the timer, if so equipped, and deck lid release switch.
3. Disconnect the bullet connectors to the glove box lamp.
4. Remove the harness right shield at the top of the glove box (2 nuts and 2 screws).
5. Remove turn signal flasher, seat belt buzzer and key buzzer from center shield cancelled instrument panel brace.
6. Disconnect the harness plugs to the cigar lighter, and the windshield wiper switch.
7. Disconnect the two plugs to the radio, the plug to the power antenna, and the -lug to the ash tray lamp.
8. Disconnect the harness plugs at the headlamp switch and to the switch illumination bulb and to the automatic headlamp dimmer, if so equipped.
9. Disconnect hardshell connectors from A/C or ATC control switch.
10. Disconnect the harness lead from the left courtesy lamp.
11. Disconnect any other harness leads that may be connecting the harness to the instrument panel for optional equipment.
12. Disengage the harness center horizontal shield from along the lower edge of the instrument panel.
13. Disengage the harness L shaped shield from the left lower side and from the left end of the instrument panel. The harness can now be lifted out of the panel.

Installation

1. Transfer the buzzer and all the fuses and circuit breakers to the fuse—circuit breaker panel on the new 14401 wiring harness assembly.

2. Position the harness in the instrument panel so as to engage the L shaped harness shield into the left end and lower side of the panel.
3. Engage the center horizontal shield to the panel along its lower edge. Then, route the shorter branch of the harness upward, and route the longer branch over the top of the glove box to the right end of the panel.
4. Connect the harness lead to the left courtesy lamp.
5. On all Continental Mark V and on Thunderbirds equipped with ATC, connect the harness plugs (four, if equipped with heated rear window) to the ATC control head.
6. Connect the harness plugs to the headlamp switch, the switch illumination bulb, and the automatic headlamp dimmer, if so equipped.
7. Connect the two harness plugs to the radio, the plug to the power antenna, and the plug to the ash tray lamp.
8. Connect the harness plugs to the in-car sensor, the cigar lighter and the windshield wiper switch.
9. Position the vertical shield over the harness at the center of the instrument panel and secure it with three screws.
10. Install the relay panel (attached to the harness) to the instrument panel (2 screws).
11. Position the right shield over the harness along the top of the glove box. Install two retaining nuts at the right side of the shield and two retaining screws at the left end.
12. Connect the harness bullet connectors to the glove box lamp and the seat belt indicator lamp.
13. Connect the leads at the right end of the harness: two plugs to ATC box, if so equipped; plug to low fuel indicator switch; two plugs to suretrack brake circuit, and the lead to the right courtesy lamp.
14. Connect any other harness leads as required by optional equipment.
15. Install the instrument panel in the vehicle as outlined in this section.

Dash-to-Headlamp Junction Wiring Harness

PART
34-10

Applies to All Models

SUBJECT	PAGE	SUBJECT	PAGE
REMOVAL AND INSTALLATION		REMOVAL AND INSTALLATION (Cont'd.)	
Ford and Mercury	10-1	LTD II, Cougar and Thunderbird	10-3
Granada, Monarch, Fairmont, Zephyr, Versailles	10-1	Pinto, Bobcat, Mustang II	10-2
Lincoln Continental	10-4	Continental Mark V	10-3

CK3390-2B

REMOVAL AND INSTALLATION

FORD AND MERCURY

Removal

Disconnect the ground cable from the battery. From under the hood, remove the bolt that attaches the wire harness connector to the fuse panel at the dash panel, and unplug the connector from the fuse panel.

Disconnect the windshield washer hose from the left jet. Remove two hose locators at the cowl top and disengage the harness locators along the left fender apron. Disconnect connector plugs for cornering lamps and anti-theft circuits (if so equipped).

Disconnect the lead wires at the horns and washer pump. Disconnect electrical connector from compressor clutch and straps from tubing on A/C and ATC equipped vehicles. Fabricate a stopper plug for the windshield washer reservoir, remove the reservoir from the left fender apron (2 mounting screws), disconnect the hose from the reservoir and install the plug.

Disconnect the lamp socket(s) lead wire going to the left parking light. Disconnect the connector to the left cornering light, if so equipped.

Unplug the harness from behind the headlight sealed beam bulbs and withdraw the harness out through the radiator left support. Then, remove the harness ground screw near the left side of the radiator.

After disconnecting the harness from the headlights on the right side, pull the harness back through the radiator right support. Remove the ground wire (one screw), and disengage the harness locating clips from the radiator support. Disconnect the lamp socket(s) to the right parking light and to the right cornering light (if so equipped).

Disconnect the wire lead to the air conditioner evaporator thermostat, if equipped with A/C.

FAIRMONT, ZEPHYR, GRANADA, MONARCH AND VERSAILLES

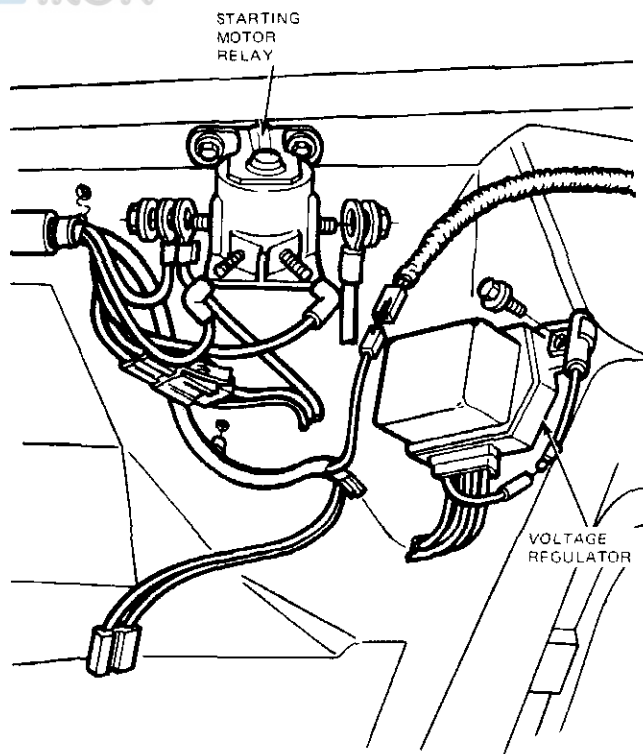
Removal

1. Disconnect wire from parking brake warning switch. Remove wiring from large clip under instrument panel.

2. Disengage grommet from dash panel.
3. Working in the engine compartment, pull the 14290 harness through dash panel.
4. Disconnect washer hose at cowl and washer bottle. On the left-hand fender apron, unplug connectors from the dual brake warning switch, washer bottle, breakerless ignition module, horn and 14289 engine wire.
5. On the right-hand fender apron remove connections from starter motor, voltage regulator, and relay (Fig. 1). Unplug connector to 14305 alternator wiring and A/C fast idle solenoid jumper, if so equipped (Granada, Monarch and Versailles only).
6. At the front of car, remove both headlamps, unplug headlamp connectors, parking lamp and side marker lamp sockets. Remove ground screws from both sides of radiator support. Disconnect ambient temperature switch on radiator support. Loosen the two radiator-to-support upper bolts to provide clearance for removing the harness (Granada, Monarch and Versailles only).
7. On Fairmont and Zephyr, loosen radiator attachment bolts and raise radiator approximately 1.5 inches to provide clearance under radiator to remove the harness.
8. Remove wiring harness by starting at right-hand fender apron, working across the radiator support then along left-hand fender apron. Retain loose clips along the bottom of Fairmont and Zephyr radiator support and on right-hand fender apron to use with new wiring. All other retainers are part of new wiring harness.

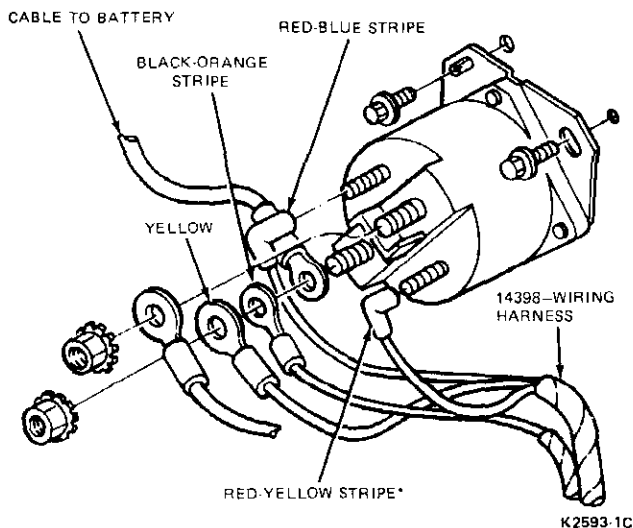
Installation

1. Starting at the dash panel, route the wiring through hole in dash and seat grommet. Route wiring along left-hand fender apron using existing holes and locators on wiring assembly.



K1142-1H

FIG. 1 Starting Motor Relay and Alternator Regulator Wiring Connections Fairmont, Zephyr, Granada, and Monarch



K2593-1C

FIG. 2 Harness Connections at Alternate Starting Motor Relay—Lincoln Continental, Continental Mark V, Thunderbird, LTD II and Cougar

2. Route wiring along radiator support.
3. Route headlight connectors, parking lamp sockets and side marker lamp sockets through holes in radiator support. Install sockets to lamps. Plug connectors onto headlamps and install headlamps. Attach ground terminals. Connect ambient temperature sensor.
4. Route wiring along right-hand fender apron. Make connections to voltage regulator, starter motor

relay and 14305 alternator wiring. Retain wiring with existing straps.

5. Tighten radiator-to-support bolts (Granada, Monarch and Versailles). Install and secure radiator mounting bolts (Fairmont and Zephyr).
6. On left-hand fender apron make connections to horn, washer bottle, breakerless ignition module, 14289 engine wiring and dual brake warning switch. *Connect washer hose.*
7. Under instrument panel, connect 14290 wiring to 14401 wiring. Install 14290 in clip. Route wire to headlamp dimmer switch and parking brake warning switch.
8. Connect battery ground cable.
9. Check all electrical components for operation.

PINTO, BOBCAT AND MUSTANG II

Removal

1. Disconnect the battery ground cable.
2. For Mustang II, the 14401-A (instrument panel-to-dash) wiring harness terminates at the dash in a disconnect panel. The 14290-A harness (dash-to-headlight junction) terminates in a multiple connector that plugs into the forward side of the dash panel disconnect. Pinto and Bobcat utilize a grommet installation at the 14290 dash panel and connects to the 14401 wiring harness with two multiple connectors inside vehicle. Loosen the bolt that retains the multiple plug to the dash panel disconnect, disengage the dash panel connector for Mustang II only.
3. Disconnect the hoses from the windshield washer jets. Disconnect the harness connectors from the breakerless ignition module, dual brake warning switch, carburetor solenoid, and the oil and water temperature sending unit (2.3 Litre engine).
4. Disconnect the hoses from the windshield washer reservoir and the harness wires from ignition coil and vacuum valve (2.3 and 2.8 Litre engine), and windshield washer pump on all engines, disconnect the alternator wires at the multiple connector.
5. Disconnect the harness connectors from the alternator regulator and horn. Remove the ground wire screw.
6. *Disconnect the harness wires from the starter relay.* Make a note of the terminals to which the wires are connected, so that the new harness will be properly connected.
7. Remove both headlight doors (2 screws each) and disconnect the headlight bulbs from the harness.
8. Disengage both parking light and both side marker light bulb sockets and remove all four bulbs from the sockets. For Pinto and Bobcat, disconnect park lamp wiring assembly (13234).
9. Remove the ground wire attaching screws on radiator support.
10. Remove the battery-to-apron hold down bolt, so that the harness can be removed.
11. Starting at the right fender apron, disengage the harness locators and move the harness back to the center of the dash panel.

12. Disengage locators at the left fender apron and remove the harness from the vehicle.

Installation

1. Position and route the harness, engage all the locators.
2. Install the left-hand parking and side marker light bulb in their sockets and engage the sockets in their proper receptacles.
3. Connect the alternator regulator ground wire, and connect the harness connector to the alternator regulator.
4. Connect the harness wires to the starter relay.
5. Position the battery hold-down and install the retaining bolt in the fender apron.
6. Connect the harness wires to the temperature sending unit (2.3 Litre engine), oil pressure sending unit (2.3 Litre engine), dual brake warning switch, vacuum valve and the carburetor solenoid. Connect the hoses to the windshield washer jets.
7. Connect the harness wires to the ignition coil (2.3 and 2.8 Litre engines) and windshield washer pump motor. Connect the hose to the washer reservoir.
8. Connect multiple connector to alternator wiring assembly.
9. Install the right-hand parking and side marker light bulb in their sockets, and engage the sockets in their proper receptacles. For Pinto and Bobcat, connect park lamp wiring assembly (13234) to engine compartment main loom (14290).
10. Connect the harness wire to the horn and connect the ground wires.
11. Connect and install the two headlight bulbs, and install the two headlight doors (2 screws each).
12. For Mustang II, engage the harness multiple connector to the dash panel disconnect and tighten the connector retaining bolt. For Pinto and Bobcat install grommet in dash panel and connect 14290 multiple connectors to the 14401 main loom.
13. Connect the battery ground cable.
14. Make sure all electrical units operate properly.

LTD II, THUNDERBIRD AND COUGAR

Removal and Installation

1. Disconnect the battery ground cable.
2. In the engine compartment, at the left side of the dash panel, remove the retaining screw from the (inboard) harness connector plug and pull the plug from the fuse-circuit breaker panel connector.
3. Disconnect the windshield washer hose from the jet at the underside of the hood.
4. Pull the four harness fasteners (Fig. 2) from along the left fender apron, one from the front fender top front reinforcement, three fasteners from the left end of the side radiator support.
5. Fabricate a stopper plug for the windshield washer reservoir, disconnect the hose from the reservoir, and install the plug.
6. Disconnect the harness lead plugs from the washer pump motor, and the two horns. Disconnect the ground wire from the left side (front surface) of the radiator support.

7. Remove the left parking lamp assembly attaching screws and pull the wiring forward. Then, disengage the left side marker socket and bulb. Remove park lamp socket and bulb from the lamp body.
8. Disconnect the headlight plugs. Disconnect the connector for the wire leads to the ambient temperature switch on the hood latch support. Remove the locator clips from the upper radiator support and hood latch support.
9. Remove the right parking lamp attaching screws and pull wiring forward. Then disengage the park lamp and side marker socket and bulb assemblies from the lamp body.
10. Disconnect the ground wire from the right side of the radiator support.
11. Pull three harness fasteners from across the rear surface of the upper radiator support center and four fasteners from the right side of the radiator support. Disconnect ambient switch connector (front center radiator).
12. Starting at the right side of the radiator support, pull the harness to the left side and lift it out of the vehicle.
13. Before installing the replacement harness, transfer the side marker light bulbs to new harness.
14. Make sure all electrical units operate properly.

CONTINENTAL MARK V

NOTE: Starter relay (Fig. 2) on Continental Mark V is attached to the right front fender apron. Because the apron is plastic, a ground wire is required to complete the relay control circuit. Inspect for loose relay attaching nuts and for loose ground wire connection. Inspect for damage and replace if necessary.

Removal and Installation

1. Disconnect the battery ground cable.
2. In the engine compartment at the dash panel, remove the retaining screw from the (inboard) harness connector, and pull the connector from the fuse-circuit breaker panel connector.
3. Disconnect the windshield washer hose from the left jet at the underside of the hood.
4. Pull out four harness fasteners from along the left fender apron and one fastener from the forward end of the left frame side rail.
5. Disconnect the harness lead to the A/C compressor clutch (if so equipped).
6. Fabricate a stopper plug for the windshield washer reservoir, disconnect the hose from the reservoir, and install the plug. Disconnect the harness lead connector from the washer pump motor.
7. Disconnect the six harness connectors from the leads going to the side marker, cornering and parking lights left and right. These connections are accessible from underneath the vehicle.
8. Disconnect the ground wires (1 screw each) from the left and right ends, front side of the radiator support.
9. Disconnect the harness connectors from the horns. There are two horns mounted on the right headlight splash shield.

10. Disconnect the harness plugs from the four headlights. It will be necessary to remove the plastic covers (right and left sides) between the grille and radiator support for access (4 screws each).
 11. Remove the radiator plastic shield from the center of the radiator support (4 retaining screws).
 12. Remove the five fasteners that hold the harness along the radiator support.
 13. Starting at the right side of the radiator support, pull the harness from right to left across the radiator support and lift it out of the vehicle.
 14. Route the new harness from the right side of the radiator support across the front and then along the fender apron to the fuse CB panel connector at the dash panel.
 15. Connect the harness at the same points from which it was disconnected in the foregoing steps.
 16. Make sure all electrical units operate properly.
3. Disconnect the harness plugs from the windshield washer pump motor and from the A/C compressor clutch and locator from left-hand fender apron.
 4. Remove grommet from left-hand fender apron and locator from left-hand cornering lamp body. Disconnect the harness connector to the left side marker cornering lights, left parking light-wire and left headlight wire connector. Disconnect the harness ground wire from the left end of the radiator support (1 screw).
 5. Raise the front end of the vehicle. From underneath right center, reach up and disconnect the harness plugs from the two horns and from the ATC thermostatic (outside temperature) switch connector.
 6. Remove grommet from right-hand fender apron and locator from right-hand cornering lamp body.
 7. Lower the vehicle and disconnect the harness ground wire from the right end of the radiator support.
 8. Disconnect the harness connector to the right side marker and cornering lights and the plug to the right parking light.
 9. To gain access to the right-hand headlight connector plugs, it will be necessary to remove two right-hand headlight bulbs (Refer to Part 32-02). Disconnect the harness plugs from the headlights.
 10. Disengage the harness fasteners from across the top of the radiator support.
 11. Pull the rear end of the harness (with main connector plug) forward and out between the left fender and fender apron. The entire harness can now be lifted out of the vehicle.
 12. Thread the rear end of the replacement harness (with main plug) from the front of the vehicle back through the space between the left fender and fender apron to the dash panel.
 13. Connect the harness at the same points from which it was disconnected in the foregoing steps.
 14. Make sure all electrical units operate properly.

LINCOLN CONTINENTAL

NOTE: Starter relay (Fig. 2) on Lincoln Continental is attached to the right front fender apron. Because the apron is plastic, a ground wire is required to complete the relay control circuit. Inspect for loose relay attaching nuts and for loose ground wire connection. Inspect for damage and replace if necessary.

Removal and Installation.

1. Remove sight shield and disconnect the battery ground cable.
 2. In the engine compartment at the left side of the dash panel, remove the retaining screw from the (upper) harness connector and pull the connector from the fuse-circuit breaker panel connector.
13. Connect the harness at the same points from which it was disconnected in the foregoing steps.
 14. Make sure all electrical units operate properly.

Dash Panel-to-Engine Wiring Harness

PART
34-20

Applies to Models as Indicated

SUBJECT	PAGE	SUBJECT	PAGE
REMOVAL AND INSTALLATION		REMOVAL AND INSTALLATION (Cont'd.)	
Granada, Monarch and Versailles	20-3	LTD II, Cougar and Thunderbird	20-1
Lincoln Continental	20-2	Continental Mark V	20-1

CK3391-2B

REMOVAL AND INSTALLATION

LTD II, COUGAR AND THUNDERBIRD

1. Disconnect the battery ground cable.
2. At the left side of the dash panel in the engine compartment, remove the retaining bolt from the left multiple connector that plugs into the fuse and circuit breaker panel. Pull the harness plug out of the fuse-circuit breaker panel connector.
3. Disconnect the harness connector from the windshield wiper motor wiring. Disconnect the harness hard shell connector for the dual brake warning switch. Disconnect the six terminal connector at rear of engine, left-hand side, for the Ammeter and Tachometer leads. (Optional Performance Cluster).
4. Disconnect the harness 10817 connectors that connect to the 14289 wiring harness to engine temperature and oil pressure sending units, ignition coil and emission wiring.
5. Unfasten harness 14398 from along the upper edge of the dash panel by disengaging four harness locator and sealer assemblies from the dash. If the vehicle is equipped with A/C, remove the straps if optional (R.P.O.) wiring assemblies are attached and routed with the 14398 wiring assembly.
6. Disengage two harness locators from the right fender apron, and pull the harness out of the vehicle up to the starting motor relay.
7. Position the forward end of the replacement harness near the relay. Disconnect the old harness lead, and connect the replacement harness lead at each of two starting motor relay terminals, one at a time. Disconnect the old harness and connect the new harness to the connector from the 14305 wiring harness (to regulator). Remove the old harness.
8. Route the new harness back over the right fender apron and across the dash panel, and fasten it in place with the six locators and straps, if required.
9. Connect the harness at all the points from which the old one was disconnected in the foregoing steps.

CONTINENTAL MARK V

Removal

1. Disconnect the battery and remove the air cleaner and ambient connector.

2. Disconnect 14305 connector on 400 CID with 40/60 amp alternator only. Disconnect 70/90 amp alternator from wiring assembly. If working on a Continental Mark V with a 460 CID of 400 CID engine, raise the vehicle on a hoist. Disconnect the harness leads at the alternator, noting the color code of each lead and its terminal for proper reconnection. Remove the alternator adjusting arm bolt, loosen the through bolt, and disengage the belts from the pulley. Swing the alternator upwards to provide clearance, so that the harness can be pulled out between the alternator and the engine (40-60 AMP. alternator only). Lower the vehicle, remove the harness retaining clip (1 bolt) from the front of the right cylinder head, and pull the harness up from the alternator.
3. At the left side of the dash panel in the engine compartment, remove the bolt from the left multiple connector into the fuse and circuit breaker panel. Pull the harness connector out of the fuse-circuit breaker panel. Disconnect connector to breakerless ignition module and distributor.
4. Disconnect the harness lead (bullet connector) to the engine compartment light. Disconnect the harness connector to the power antenna. Disconnect the harness connector at the engine oil pressure switch. Remove two locators from left-hand rocker cover.
5. Unfasten one harness locator from the dash panel and pull the harness out as far as the right side of the engine.
6. Unfasten the two harness locators from the locator plate holes at the front and rear of the right valve cover (460 CID) and 400 CID. Remove strap from ATC suction line at plenum.
7. Disconnect the harness connectors at the throttle solenoid, the ignition coil and the water temperature switch.
8. At the voltage regulator, disconnect the multiple and single connectors. Remove two shield grounds.
9. Unfasten the three harness locators from the right fender apron and work the harness out of the vehicle.

Installation

1. Position and route the complete harness by fastening the locators as follows: one locator in the engine right valve cover; one strap on ATC suction line at plenum; two locators along the top of the dash panel, and three locators at the right fender apron near the regulator. Connect two shield grounds.
2. Connect the multiple and single connectors to the voltage regulator.
3. On Continental Mark V 460 CID push the alternator branch of the harness down between the alternator and the engine (40-60 AMP alternator only) for later hookup when the car is on a hoist. Install the harness retaining clip (1 bolt) to the front of the right cylinder head, in the horizontal position; on a 400 CID connect 14305 connector 40/60 amp alternator and attach wiring assembly to ATC on 70/90 amp alternator.
4. *Connect the harness connectors at the throttle solenoid, the ignition coil, the water temperature switch, breakerless ignition module and distributor.*
5. Connect the harness connectors to the engine oil pressure switch, the power antenna and the bullet connector to the engine compartment lamp.
6. Plug the large multiple connector (on the rear end of the harness) into the fuse-circuit breaker panel connector at the left side of the dash panel. Install the *plug retaining bolt*.
7. On Continental Mark V 460 CID, raise the vehicle on a hoist. From underneath the vehicle, connect the harness leads to the alternator. Note that the routing of the alternator wire for the 40-60 amp and 70-90 amp alternator is different. Engage the belts to the pulley, swing the alternator into place, tighten the through-bolt and install the adjusting arm bolt. Lower the vehicle.
8. Connect the battery ground cable and install the air cleaner.
9. Check the operation of all electrical units.

LINCOLN CONTINENTAL**Removal**

1. Disconnect the battery and remove the air cleaner.
2. Disconnect the harness from the starting motor relay; (1) eyelet (1 or 2); push-on terminals and (1) ground eyelet.
3. Disconnect the harness from voltage regulator; (1) four way connector, (1) single connector and (1) eyelet under regulator mounting screw.
4. Remove (4) harness locators from the right front fender apron.
5. Disconnect the harness from the alternator; (2) push-on terminals and (2) screw-on eyelet type.
6. Remove harness locator from the left-hand rocker cover on 400 CID engines.
7. Remove one harness locator from right-hand front outboard rocker cover mounting bolt clip and remove strap from attaching ATC suction line at evaporator case on 400 CID engine.
8. Separate connectors, electric choke (1 connector) and shielding ground (1 eyelet).

9. Separate 2-way connections to ambient sensor and blower motor; also multiple terminal connector to blower motor resistor and ground eyelet.
10. Separate single connections to the oil pressure switch and to heated backlamp wiring assembly (18C617), if so equipped.
11. Remove (1) locator and attaching screw from the cowl top outer panel and (2) locators from the left-hand rocker cover. Also remove (3) adjusting straps attaching harness to cowl top outer panel.
12. Disconnect 3-way connector to the distributor, 2-way connector to the ignition coil, 2-way connector to the water temperature switch and 1-way connector to the throttle solenoid.
13. Disconnect connector (1-way) to the 14401 wiring assembly.
14. Disconnect (3) multiple connectors to the A/C safety relays.
15. Disconnect the 4-way connector to the ignition module.
16. Loosen connector attaching bolt to bulkhead connector, disengage connector and remove harness from vehicle.

Installation

1. Loosely position the new wiring harness to the engine and install the two locators into the holes in the brackets on the right valve cover. Install the screw through the shielding ground eyelet and into the front bracket on 460 CID engines only.
2. Engage the bulkhead connector, install and tighten the retaining bolt.
3. Connect the multiple connectors (2) to the air conditioner safety relays.
4. Connect the 1-way connector to the instrument panel wiring harness (14401).
5. Connect the distributor, ignition coil, water temperature sender and throttle solenoid.
6. Install locator into hole in cowl top outer panel, install attaching screw and adjusting straps around harness.
7. Connect oil pressure switch and heated backlamp wiring assembly (if equipped).
8. Connect blower motor resistor and blower motor. Connect heater/AC ambient temperature switch and ground eyelet.
9. Connect electric choke assist at carburetor.
10. Connect push-on and screw-on connectors at alternator.
11. Position (4) locators into right front fender apron and connect voltage regulator (one 4-way connector, one single connector, and one eyelet under regulator mounting screw).
12. *Connect the harness to the starter relay push-on terminals and install the eyelet harness ground under the top relay mounting screw. On Canadian vehicles, it may be necessary to connect the starter override switch, if equipped.*
13. Connect the battery and install the air cleaner assembly.

GRANADA, MONARCH AND VERSAILLES —CALIFORNIA ONLY

Removal and Installation

1. Disconnect the battery ground cable.
2. Disconnect connections to breakerless ignition module, distributor, and 14290 wiring on left fender apron.
3. Disconnect water temperature sender and oil pressure sender connections.
4. Disconnect oil jumper (12060) from 14289 at left side of distributor.
5. Disconnect carburetor crank solenoid and throttle positioner solenoid connections to 14289 if so equipped.
6. Remove wiring harness clip attachment at front of left valve cover.
7. Reverse procedure for installation.

Fuses and Circuit Breakers

**PART
34-30**

Applies to All Models

SUBJECT	PAGE	SUBJECT	PAGE
GENERAL INFORMATION		REMOVAL AND INSTALLATION	
Location and Values of Fuses and Circuit Breakers	30-1	Combined Fuses and Circuit Breaker Panel	30-7
Warning Buzzer Locations	30-1	Fuse Panel	30-7
		Individual Fuses and Circuit Breakers	30-7
		Wire Terminals	30-8

CK3392-2B

GENERAL INFORMATION

WARNING BUZZER LOCATIONS

Key Warning Buzzer

The key warning buzzer location for the **Continental Mark V, Mustang II, Lincoln Continental, Fairmont and Zephyr** is on the right side and behind the instrument panel above the glove box. The **Lincoln Continental** key warning buzzer is on the left-hand end panel of the instrument panel. The location for **Ford and Mercury, LTD II, Thunderbird and Cougar** is located on the left side of the dash panel and mounted on the fuse panel. **Pinto and Bobcat** location is on the right steering column on forward side of fuse panel mounting bracket. On **Granada, Monarch and Versailles**, it's behind the instrument panel on the lower reinforcement center of the car.

Seat Belt Warning Buzzer

The seat belt warning buzzer on the **Lincoln Continental, Thunderbird, Continental Mark V, LTD II, Cougar, Fairmont, Zephyr, Bobcat and Pinto** is located on the right side, behind the instrument panel.

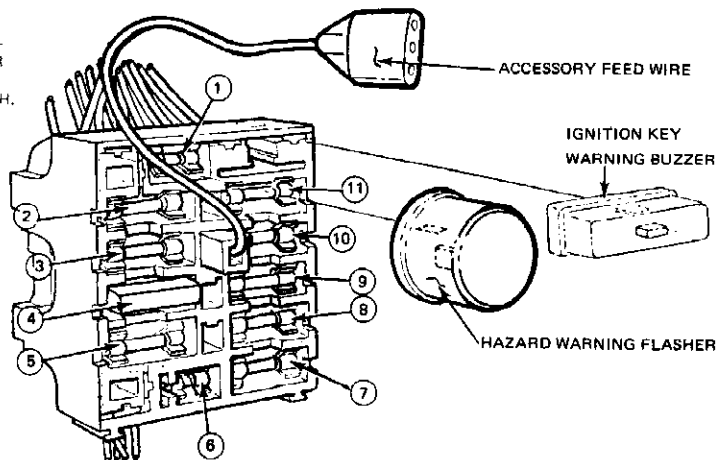
The **Ford and Mercury** buzzer is also behind the instrument panel, but on the left side. On **Granada and Monarch** vehicles, the buzzer is located behind the instrument panel on the lower reinforcement.

LOCATION AND VALUES OF FUSES AND CIRCUIT BREAKERS

The **Pinto, Fairmont and Zephyr** models have a fuse panel which contains most of the fuses used in the electrical system. **LTD II, Cougar, Mustang II, Thunderbird, Continental Mark V, Ford, Mercury, and Lincoln Continental** models have a combination fuse and circuit breaker panel which contains most of the fuses and circuit breakers used in the system. Figs. 1 through 8 show the fuse panels or combination panels for each vehicle line.

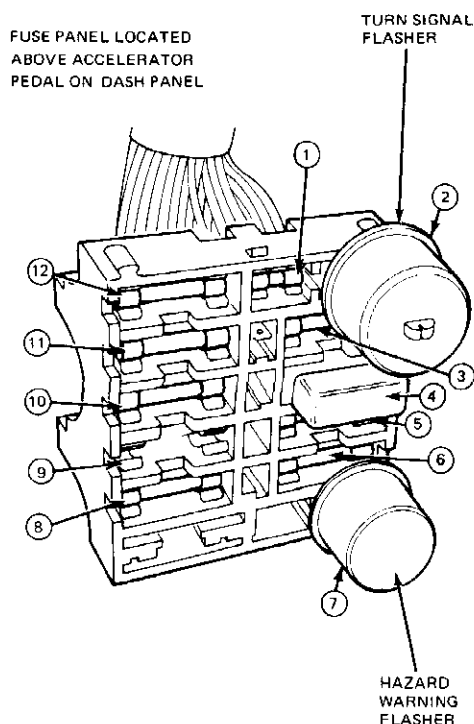
The locations and values of the fuses and circuit breakers not contained in the panels are given in the circuit protection charts for each vehicle line (Figs. 9 and 10).

- ① (7.5 AMP. FUSE) WARNING LIGHTS — ENGINE HOT (COMBINATION OIL PRESSURE), THROTTLE POSITIONER, DUAL BRAKE, SEAT BELT, PARKING BRAKE, ALTERNATOR INDICATOR
- ② (15 AMP. FUSE) RADIO (MERCURY: POWER ANTENNA)
- ③ (20 AMP. FUSE) WINDSHIELD WASHER, REAR WINDOW DE-ICE, CONTROL SAFETY RELAY COIL FEED, POWER WINDOW RELAY COIL FEED (4-DOOR ONLY), POLICE ACCESSORY RELAY COIL FEED, CORNERING LIGHTS, REAR DOOR CIGAR LIGHTERS, DECK LID RELEASE, DE-FOGGER, AND SPEED CONTROL RELAY, A/C CLUTCH.
- ④ (25 AMP. FUSE)
(20 AMP. C.B.) STATION WAGON TAILGATE WINDOW 2-DOOR POWER WINDOWS
- ⑤ (8.25 AMP. C.B.) WINDSHIELD WIPER SYSTEM
- ⑥ (4 AMP. FUSE) INSTRUMENT PANEL AND CLUSTER, GAUGE ILLUMINATION, CLOCK, RADIO, ASH TRAY, HEADLIGHT AND WINDSHIELD WIPER SWITCH, HEATER-A/C AND ATC CONTROL AND SURE-TRACK (MERCURY)
- ⑦ (20 AMP. FUSE) HEATER (OR 35 AMP. FUSE FOR A/C OR ATC)
- ⑧ (20 AMP. FUSE) BACK-UP LIGHTS, TURN SIGNALS
- ⑨ (15 AMP. FUSE) COURTESY LIGHTS, INSTRUMENT PANEL, R.H. AND L.H. DOORS, DOME, GLOVE BOX, CARGO (STATION WAGON ONLY), LUGGAGE COMPARTMENT, CLOCK FEED, KEY WARNING BUZZER AND SEAT BACK LATCH RELAY CONTROL, LIGHTED VISOR VANITY.
- ⑩ (15 AMP. FUSE) HAZARD FLASHER SYSTEM AND STOP LIGHTS
- ⑪ (15 AMP. FUSE) CIGAR LIGHTER
- ⑪A (30 AMP. FUSE) STATION WAGON REAR WINDOW (KEY SWITCH) AND SEAT BACK LATCH (2-DOOR)



LOCATED LEFT OF STEERING COLUMN ON DASH PANEL

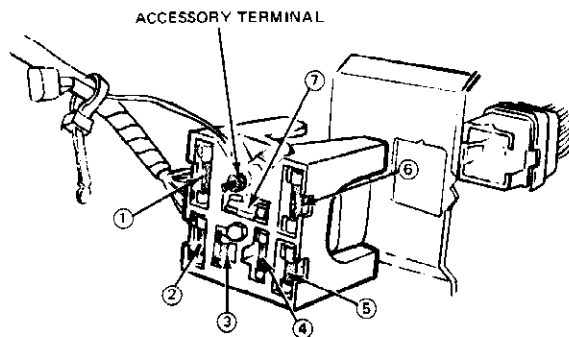
FIG. 1 Fuse Panel—Ford and Mercury



- ① (4 AMP. FUSE) CLUSTER, HEATER OR AIR CONDITIONER CONTROL, RADIO, ASH TRAY, AND CLOCK ILLUMINATION LAMPS.
- ② TURN SIGNAL FLASHER
- ③ (7.5 AMP. FUSE) OIL, BRAKE, BELTS INDICATOR LAMPS, SEAT BELT, BUZZER, THROTTLE SOLENOID POSITIONER, EMISSION CONTROL SOLENOID.
- ④ (6.0 AMP. CIRCUIT BREAKER) WINDSHIELD WIPER MOTOR
- ⑤ (15 AMP. FUSE) WINDSHIELD WASHER MOTOR, DOOR AJAR WARNING LIGHT, HEATER BACKLITE CONTROL INDICATOR LAMP AND ANTI-THEFT MODULE, FUEL-MONITOR INDICATING LAMP
- ⑥ (7.5 AMP. FUSE) RADIO/TAPE PLAYER
- ⑦ HAZARD FLASHER
- ⑧ (20 AMP. FUSE) HORN AND CIGAR LIGHTER
- ⑨ (15 AMP. FUSE) DOME LIGHT, GLOVE BOX LAMP, MAP LAMP, TRUNK LAMP, DOOR, INSTRUMENT PANEL, COURTESY, KEY, HEADLAMP-ON WARNING BUZZER AND LAMP, CLOCK FEED, ANTI-THEFT MODULE, HORN FEED AND SEAT BELT WARNING SYSTEM FEED.
- ⑩ (15 AMP. FUSE) STOP AND HAZARD WARNING LAMPS.
- ⑪ (15 AMP. FUSE) HEATER MOTOR POWER FEED (WITH STD. HEATER)
(35 AMP. FUSE) AIR CONDITIONER MOTOR POWER FEED
- ⑫ (15 AMP. FUSE) BACK UP LAMPS, TURN SIGNAL LAMPS

FIG. 2 Fuse Panel—Mustang II

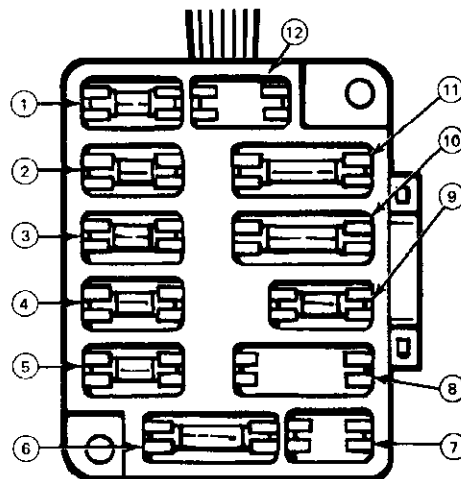
- | | | |
|---|----------------------------|--|
| ① | 20 AMP FUSE | HAZARD WARNING FLASHER, CIGAR LIGHTER AND CLOCK FEED (CONSOLETTA ONLY) |
| ② | 14 AMP FUSE | COURTESY, DOME, LUGGAGE COMPARTMENT LIGHTS, AND IGNITION KEY WARNING BUZZER |
| ③ | 4 AMP FUSE | INSTRUMENT PANEL AND CLUSTER LIGHTS, CLOCK AND TRANSMISSION INDICATOR (PRND21) ILLUMINATION LIGHTS |
| | 7.5 AMP FUSE | (RADIO) OPT. |
| ④ | 14 AMP FUSE | INDICATOR LIGHTS, THROTTLE POSITIONER, EMISSION CONTROL SOLENOID, AND SEAT BELT WARNING BUZZER AND LIGHT, LOW VACUUM WARNING LAMPS |
| ⑤ | 14 AMP FUSE
35 AMP FUSE | HEATER AND DEFROSTER
FOR AIR CONDITIONER |
| ⑥ | 20 AMP FUSE | BACK-UP LIGHTS, RADIO FEED AND WINDSHIELD WASHER, TURN SIGNAL |
| ⑦ | 20 AMP FUSE | (RPO) ACCESSORY FEED – REAR WINDOW DEFOGGER |



K2571-2H

FIG. 3 Fuse Panel—Fairmont and Zephyr

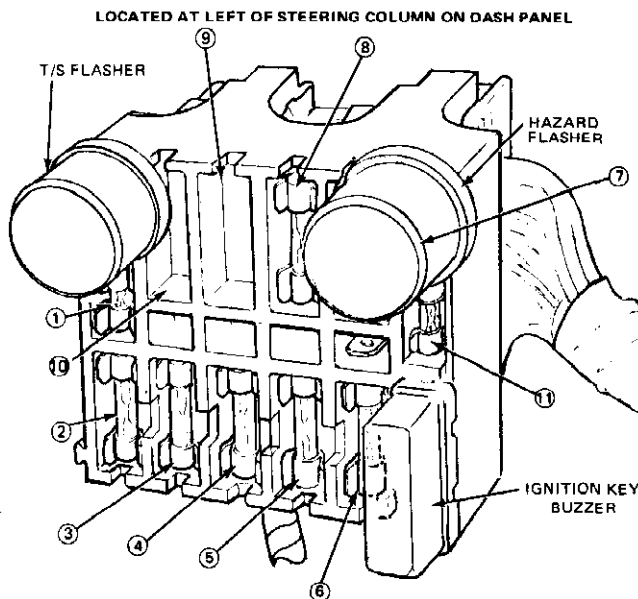
- | | | |
|----|----------------------------|--|
| 1 | BLANK | |
| 2 | 15 AMP FUSE | A/C CLUTCH |
| 3 | 15 AMP FUSE | COURTESY LAMPS |
| 4 | 20 AMP FUSE | HORNS AND CIGAR LIGHTER |
| 5 | 15 AMP FUSE | EMERGENCY WARNING AND STOP LAMPS |
| 6 | 14 AMP FUSE | WARNING LAMPS FOR FUEL ECONOMY, ENGINE, BRAKES, FASTEN BELTS, LIFTGATE OPEN INDICATOR, EMISSION CONTROL SOLENOIDS. |
| 7 | BLANK | |
| 8 | 15 AMP FUSE
35 AMP FUSE | HEATER BLOWER MOTOR
A/C BLOWER MOTOR |
| 9 | 15 AMP FUSE | TURN SIGNAL AND BACK-UP LAMPS |
| 10 | 6 AMP C.B. | WINDSHIELD WASHER/WIPER |
| 11 | 7.5 AMP FUSE | RADIO |
| 12 | 4 AMP FUSE | INSTRUMENT PANEL ILLUMINATION LAMPS |



K3199-2E

FIG. 4 Fuse Panel—Pinto and Bobcat

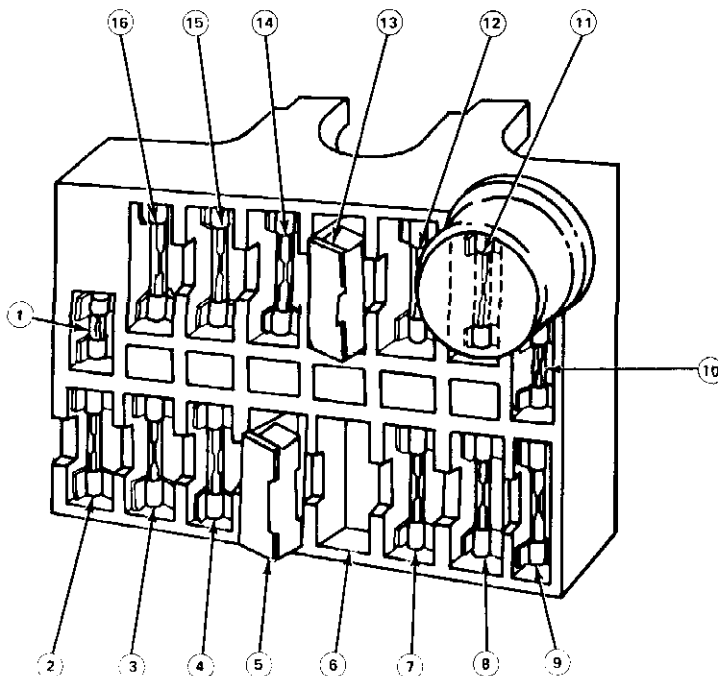
- ① (4 AMP. FUSE) INSTRUMENT PANEL AND CLUSTER ILLUM., LIGHTS TRANS-MISSION INDICATOR (PRND21), CLOCK LIGHTS, WINDSHIELD WIPER SWITCH, HEADLIGHT SWITCH AND HEATER - A/C SWITCH ILLUM., LOW VACUUM GAUGE ILLUM.
- ② (20 AMP. FUSE) HEATER
(35 AMP. FUSE) AC/ATC
- ③ (20 AMP. FUSE) A/C COMPRESSOR CLUTCH, BACK-UP LIGHTS, TURN SIGNAL LIGHTS
- ④ (15 AMP. FUSE) COURTESY LIGHTS, DOME AND READING LIGHTS, CARGO, GLOVE BOX, KEY WARNING BUZZER AND SEAT BACK LATCH CONTROL, HEADLAMP-ON WARNING BUZZER, CLOCK.
- ⑤ (15 AMP. FUSE) STOP LIGHTS.
- ⑥ (20 AMP. FUSE) CIGAR LIGHTER, STATION WAGON REAR WINDOW, 2-DOOR SEAT LATCH.
- ⑦ (7.5 AMP. FUSE) RADIO
- ⑧ (20 AMP. FUSE) WINDSHIELD WASHER, POWER WINDOW, SAFETY RELAY CON-TROL, HEATED REAR WINDOW RELAY CONTROL, POLICE ACCESSORY RELAY CONTROL, SPEED CONTROL.
- ⑨ (25 AMP. FUSE) ACCESSORY FEED, STATION WAGON POWER TAILGATE.
(20 AMP. C.B.) POWER WINDOW (2-DOOR).
- ⑩ (8.25 C.B.) BLANK.
- ⑪ (7.5 AMP. FUSE) WARNING LIGHTS, DUAL BRAKE SYSTEM, SEAT BELT WARN-ING LAMP AND BUZZER AND SOLENOID THROTTLE POSITION-ER, LOW VACUUM WARNING LAMP.



K2583-2K

FIG. 5 Fuse and Circuit Breaker Panel—LTD II, Cougar and Thunderbird

- ① 6 AMP FUSE - INSTR. PNL. & CLUSTER LAMPS, ATC H/LAMP SW., RADIO TRAY, C/LGTRS., CLOCK, W/S WIPERS & TRANS. LAMPS & ILLUMINATED THERMOMETER
- ② 35A AMP FUSE - AUTOLAMP, ATC BLOWER
- ③ 20 AMP FUSE - AUTOLAMP, ATC CLUTCH, BACK-UP LAMP & TURN SIGNALS & TRAILER TOW RELAYS (CONTROL)
- ④ 15 AMP FUSE - COURT. LAMPS, GLOVE BOX, TRUNK, CLOCK FEED, DOME, MILES-TO-EMPTY LAMP & SEATBACK LATCH CONTROL, IGN. LOCK CYL. WARNING BUZZER, VISOR MIRROR LAMP AND ILLUMINATED ENTRY SYSTEM, READING LAMP (DIAMOND JUBILEE), GARAGE DOOR OPENER
- ⑤ 50 AMP CIRCUIT BREAKER - POWER SEATS, AUTO SEATBACK RELEASE LATCH & HORNS
- ⑥ BLANK
- ⑦ 20 AMP FUSE - CIGAR LIGHTER (DOORS)
- ⑧ 25 AMP FUSE - STOP LAMPS, HAZARD FLASHER SYSTEM
- ⑨ 20 AMP FUSE - CIGAR LGTR. (INSTR. PANEL) & POWER DOOR LOCK
- ⑩ 4 AMP FUSE - SURE TRACK BRAKE SYSTEM
- ⑪ 15 AMP FUSE - RADIO & POWER ANTENNA
- ⑫ 15A AMP FUSE - SPEED CONTROL AND ELECTRIC DEICE RELAY CONTROL, ATC CLUTCH, ATC IDLE SOLENOID
- ⑬ 20 AMP CIRCUIT BREAKER - POWER WINDOWS & ELECTRIC TRUNK LID MOONROOF RELAY
- ⑭ 15 AMP FUSE - HEATED MIRROR, REAR WINDOW DEICE INDICATOR LAMP
- ⑮ 7.5 AMP FUSE - CORNERING LAMPS
- ⑯ 7.5 AMP FUSE - WRNG. LAMPS: DOOR AJAR, SEAT BELT, LOW FUEL, OIL FUEL VAPOR SOLENOID, PRESS., TEMP., DUAL BRAKE WARNING, SEAT BELT BUZZER, MILES-TO-EMPTY



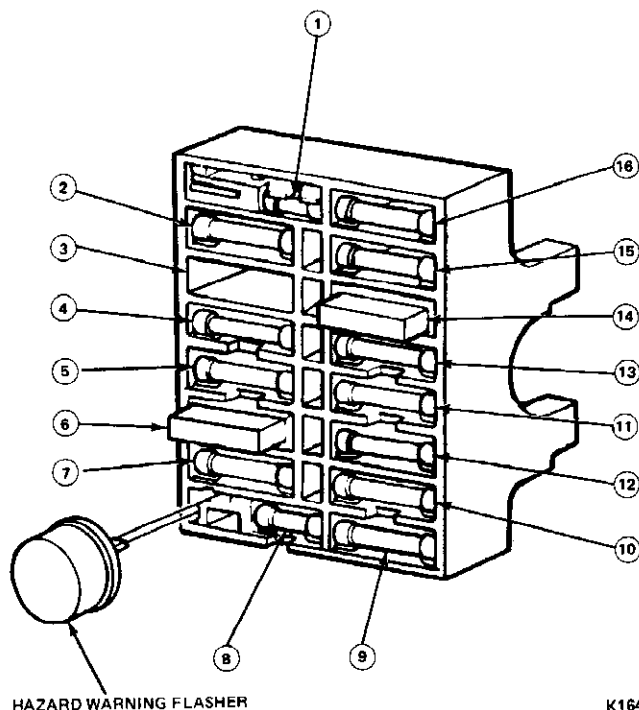
K2582-2K

FIG. 6 Fuse and Circuit Breaker Panel—Continental Mark V

- ① 4 AMP FUSE — SURE-TRACK BRAKE SYSTEM
- ② 7.5 AMP FUSE — WARNING LAMP: SEAT BELT, DUAL BRAKE WARNING LAMP, THROTTLE POSITIONER, EMISSIONS AND PARKING BRAKE WARNING SYSTEM
- ③ BLANK
- ④ 20 AMP FUSE — STOPLAMPS, AND HAZARD FLASHER SYSTEM
- ⑤ 25 AMP FUSE — CIGAR LIGHTER
- ⑥ 30 AMP CIRCUIT BREAKER — POWER SEATS, HORNS, AUTO SEAT-BACK RELEASE LATCH, AND DOOR LOCKS
- ⑦ 15 AMP FUSE — COURTESY LAMPS, DOORS, READING LAMPS, LUGGAGE COMPARTMENT, MAP LAMP, GLOVE BOX LAMP, CLOCK FEED, SEATBACK LATCH CONTROL, IGNITION LOCK CYLINDER KEY WARNING BUZZER, ILLUMINATED VISOR, ILLUMINATED LOCK CYLINDER, GARAGE DOOR OPENER

NOTE—VANITY MIRROR LIGHT IS ON THE SAME CIRCUIT AS THE GARAGE DOOR OPENER OPTION, HOWEVER, IN THE DRIVER'S VISOR, THERE IS A 2-AMP FUSE FOR THE VANITY MIRROR LAMP. THE VANITY MIRROR IS PROTECTED BY A 15-AMP AND A 2-AMP FUSE. THE GARAGE DOOR OPENER IS PROTECTED BY A 15-AMP FUSE ONLY.

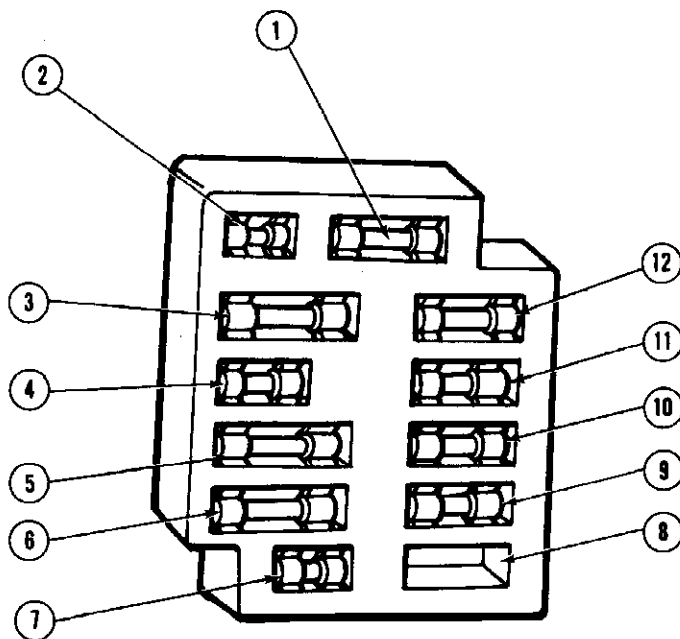
- ⑧ 6 AMP FUSE — INSTRUMENT PANEL AND CLUSTER LAMPS, RADIO, CLOCK, WINDSHIELD WIPER, HEADLAMP SWITCH, ATC CONTROL, TRANSMISSION QUADRANT, AND R.R. VIEW O/S MIRROR, AND ILLUMINATED THERMOMETER
- ⑨ 7.5 AMP FUSE — SPEED CONTROL, WINDSHIELD WASHER SWITCH, BACKLITE, DEICE CONTROL
- ⑩ 20 AMP FUSE — TURN SIGNAL AND BACK-UP LAMPS AND ATC COMPRESSOR CLUTCH
- ⑪ 35 AMP FUSE — ATC BLOWER (LOW TO MEDIUM HIGH) AND A/C CLUTCH
- ⑫ 7.5 AMP FUSE — WINDOW SAFETY RELAY COIL AND DECK LID RELEASE CONTROL, SPEED CONTROL AND BACKLITE DEICE CONTROL
- ⑬ 15 AMP FUSE — RADIO AND POWER ANTENNA, CB RADIO
- ⑭ 20 AMP CIRCUIT BREAKER — POWER WINDOWS, MOON ROOF FEED, AND DECK LID RELEASE FEED
- ⑮ 7.5 AMP FUSE — AUTO LAMP
- ⑯ 7.5 AMP FUSE — CORNERING LAMPS



K1640-2K

FIG. 7 Fuse and Circuit Breaker Panel—Lincoln Continental

- ① 14 AMP. FUSE — WARNING LIGHTS, IGNITION SYSTEM
- ② 15 AMP. FUSE — HEATED BACKLITE INDICATOR LAMP, HEATED MIRROR
- ③ 35 AMP. FUSE — A/C BLOWER MOTOR & CONTROLS
- ④ 20 AMP. FUSE — TURN SIGNAL FLASHER, BACK-UP LIGHTS
- ⑤ 6 AMP. FUSE — WINDSHIELD WIPER & WASHER
- ⑥ 15 AMP. FUSE — RADIO & POWER ANTENNA
- ⑦ 4 AMP. FUSE — ILLUMINATION LAMPS (INSTR. PANEL)
- ⑧ BLANK
- ⑨ 20 AMP. FUSE — HEATED BACKLITE SWITCH AND RELAY CONTROL FEED, HORN WARNING ACTUATOR, SPEED CONTROL AMPLIFIER, CORNERING LAMPS, WINDOW REG. SAFETY RELAY CONTROL FEED, ILLUM. ENTRY LAMPS FEED
- ⑩ 15 AMP. FUSE — STOP LAMPS, COURTESY LAMPS — LUGGAGE COMPT. GLOVE BOX, DOORS, INSTR. PANEL, DOME, *VANITY MIRROR, GARAGE DOOR OPENER
- ⑪ 30 AMP FUSE — CIGAR LIGHTER, HORNS
- ⑫ 20 AMP. FUSE — EMERGENCY WARNING FLASHER



LOCATED IN LOWER
INSTRUMENT PANEL

K3185-2C

FIG. 8 Fuse and Circuit Breaker Panel—Granada, Monarch and Versailles

MUSTANG

Circuit	Circuit Protection and Rating	Location
Headlamps and Hi-Beam Indicator	18 Amp C.B.	Integral with lighting switch
Parking, Marker, License, Tail Lamps, Transmission Indicator (PRND21), Lamp and Headlamps "ON" Relay Control	15 Amp C.B.	Integral with lighting switch
Heated Backlite	Fuse Link	In harness (dealer repair)
Load Circuit	Fuse Link	In harness (dealer repair)
Engine Compartment Lamp	Fuse Link	In harness (dealer repair)
Electric Choke	Fuse Link	In harness (dealer repair)

K2635-2D

FORD, MERCURY AND METEOR

Circuit	Circuit Protection and Rating	Location
Headlamps and Hi-Beam	18 Amp C.B.	Integral with lighting switch
Parking Lamps, Marker Lamps, License Lamps, Tail Lamp, Horns, Trailer Towing, Tail Lamp Relay	15 Amp C.B.	Integral with lighting switch
Windshield Wiper (2 Speed)	8.25 Amp C.B.	In fuse panel
Intermittent Windshield Wiper (2 Speed)	8.25 Amp C.B.	In fuse panel
Engine Compartment Lamp, Heated Rear Window, Trailer Towing (Brakes), Trailer Towing Lamps Load Circuit	Fuse Link	In fuse panel in wiring harness
Power Windows (4-Door) Engine Compartment Lamp, Power Seat, Door Locks	20 Amp C.B.	Starter relay
Electric Rear Window De-Icer (Station Wagon Only)	30 Amp Fuse	Under instrument panel

THUNDERBIRD, LTD II AND COUGAR

Circuit	Circuit Protection and Rating	Location
Headlamps	22 Amp. C.B.	Integral with lighting switch
Parking Lamps, Marker Lamps, License Lamps, Tail Lamps, Horns, Console PRND21	15 Amp C.B.	Integral with lighting switch
Windshield Wiper (2 Speed) and Interval	C.B.	In windshield wiper switch
Engine Compartment Lamp	20 ga. Fuse Link	Wiring—Engine Compartment
Power Windows, Power Seat, Power Rear Window 1	20 Amp C.B.	On starter relay
Window Motor, Seat Motor	C.B.	In motor
Electric Rear Window Defroster	14 ga. Fuse Link	Wiring—Engine Compartment
Trailer Towing	16 ga. Fuse Link	Wiring—Engine Compartment

1 * Additional 20 Amp C.B. for the power tailgate. Fuse is located in the fuse panel.

CK2587-2J

GRANADA, MONARCH, VERSAILLES

Circuit	Circuit Protection & Rating	Location
Electric Rear Window Defroster	Fuse Link	In Harness (Dealer Repair)
Load Circuit	Fuse Link	In Harness (Dealer Repair)
Electric Choke Power Feed	Fuse Link	In Harness (Dealer Repair)
HeadLamps, High Beam Indicator	18 Amp. C.B.	Integral With Lighting Switch
Park Lamps, License Plate Lamp, Taillamps, Side Marker Lamps	15 Amp. C.B.	Integral With Lighting Switch
Anti-Skid	4 Amp. Fuse	Engine Compartment (Left Hand Side)
Power Seat, Windows and Door Locks and Seat Back Release	20 Amp. C.B.	On Starter Motor Relay

CK3191-2E

FIG. 9 Fuses and Circuit Breakers—Additional

FAIRMONT AND ZEPHYR

Circuit	Circuit Protection and Rating	Location
Headlamps & High Beam Indicator	18 Amp. C.B.	Integral with lighting switch
Front and Rear Marker, Side Parking, Rear and License Lamps	15 Amp. C.B.	Integral with lighting switch
Windshield Wiper Circuit, Rear Window	4.5 Amp. C.B.	Integral with windshield wiper switch
Heated Backlite	16 G.A. Fuse Link	Engine Compartment

CONTINENTAL MARK V

Circuit	Circuit Protection and Rating	Location
Parking Lamps, License Lamp, Tail Lamps, Marker Lamp, Headlamp On Relay and Coach Lamps, Indicator Lamp Feed, Headlamp Buzzer	15 Amp. C.B. 20 Amp. C.B. (with Autolamp)	In headlamp switch
Headlamps and Hi-Beam	18 Amp. C.B. 20 Amp. C.B. (with Autolamp)	In headlamp switch
Windshield Wiper and Washer System (2-Speed and Interval)	8.25 Amp. C.B.	Integral with wiper switch
Automatic Headlamp Dimmer	4 Amp. Fuse	Cartridge in feed line
Power Window and Electric Trunk Lid	20 Amp. C.B.	Fuse Panel
Power Seat and Power Seat Latch, Horn	30 Amp. C.B.	Fuse Panel
Stop Lamp, Hazard Flasher System	2.5 Amp. Fuse	Fuse Panel
Moon Roof	25 Amp. Fuse	Near brake pedal support
Electric De-Ice and Backlite	16 G.A. Fuse Link	In wiring (Engine Compartment)
Load Circuit	14 G.A. Fuse Link	In wiring (Engine Compartment)

LINCOLN CONTINENTAL

Circuit	Circuit Protection and Rating	Location
Automatic Headlamp Dimmer	4 Amp. SFE-4	In-line fuse
Parking Lamps, License Plate Lamp, Tail Lamp, Ash Receptacle Lamp, Marker Lamps, Headlamp On Warning Relay Control	20 Amp. C.B. (RPO) 15 Amp. C.B. (STD.)	In headlamp switch
Headlamps, Hi-Beam, "Headlamps-On" Warning Buzzer	20 Amp. C.B. (RPO) 18 Amp. C.B. (STD.)	In headlamp switch
Windshield Wiper	8.25 C.B.	In wiper switch
Power Window & Deck Lid Release	20 Amp. C.B.	Fuse Panel
Power Seat and Power Seat Latch	30 Amp. C.B.	Fuse Panel
Horns, Door Locks	20 Amp. C.B.	Fuse Panel
Stop Lamp and Hazard Flasher		
Electric De-Ice and Backlite	16 G.A. Fuse Link	In wiring (Engine Compartment)
Load Circuit	14 G.A. Fuse Link	In wiring (Engine Compartment)
ATC High Blower (De-Ice Defrost)	17 G.A. Fuse Link	In wiring (Engine Compartment)

PINTO, BOBCAT

Circuit	Circuit Protection and Rating	Location
Headlamps	18 Amp. C.B.	Integral with lighting switch
Rear, License, Marker, Park Lamps, Transmission Indicator Lamp (PRND21)	15 Amp. C.B.	Integral with lighting switch
Windshield Wiper Circuit	6 Amp. C.B.	Integral with windshield wiper switch
Heated Backlite	14 G.A. Fuse Link	In harness (Engine Compartment)
Load Circuit	Fuse Link	In harness (Engine Compartment)

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FIG. 10 Fuses and Circuit Breakers—Additional

REMOVAL AND INSTALLATION**INDIVIDUAL FUSES AND CIRCUIT BREAKERS**

Snap the old unit out and the new unit into the retaining clips in the panel (Figs. 1 through 7).

FUSE PANEL—EXCEPT GRANADA, MONARCH AND VERSAILLES

The fuse panel (on models so equipped) is a part of the instrument panel-to-dash panel (14401) wiring harness. The fuse panel cannot be replaced separately from the harness.

To remove the wiring harness, of which the fuse panel is a part, follow the instructions for the appropriate car line in Part 34-01.

FUSE PANEL—GRANADA, MONARCH AND VERSAILLES

The fuse panel on Granada, Monarch and Versailles models is located at the left underside of the instrument panel, just above the parking brake release handle. To

remove fuse panel cover, remove screw on cover and slip the two cover tabs out of their slots in the instrument panel. See Fig. 11. For Fairmont/Zephyr, the fuse panel is located at the left underside of the instrument panel, adjacent to the steering column behind cover.

COMBINED FUSE AND CIRCUIT BREAKER PANEL

The fuse and circuit breaker panel and the panel retainer-connector assembly (Fig. 12) are both a part of the (14401) instrument panel-to-dash panel wiring harness. In Fig. 12, these parts are shown without the individual (14401) wires attached, so that one can see how they are installed to the dash panel. Fig. 14 is typical of the (14401) wires attached.

One side of the retainer-connector assembly locks into the fuse and circuit breaker panel; the other side locks into cut-outs in the dash panel (Figs. 12 and 13). The two main wiring harnesses plug into the retainer-connector assembly at the engine side of the dash panel, as shown.

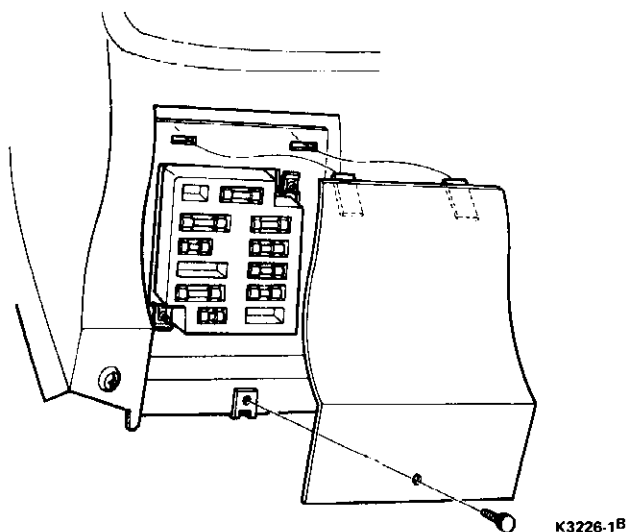


FIG. 11 Fuse Panel Cover—Granada and Monarch

Removal

1. Disconnect the battery ground cable.
2. In the engine compartment at the left side of the dash panel, remove the retaining screw from each of the harness connector plugs (Fig. 12).
3. Pull the harness plugs out of the fuse-C.B. connector assembly.
4. Depress the four tabs that hold the connector assembly to the dash panel, and push the connector

together with the fuse-C.B. panel into the passenger compartment (Fig. 12).

5. To unlock the fuse-C.B. panel from the retainer-connector assembly, it will be necessary to work from the passenger side of the dash panel. Depress the two locking tabs and slide the connector assembly out of the panel. (Figs. 13 and 14).

Installation

1. To lock the connector assembly to the fuse-C.B. panel, align the four fixed connector tabs with the slots in the panel bosses and then slide the fixed tabs into the slots until the two locking tabs are engaged (Fig. 14).
2. Push the panel and connector assembly into the cut-outs in the dash panel, until the four connector-to-dash tabs lock it in place (Figs. 12 and 13).
3. Connect the two wiring harness plugs to the retainer-connector assembly and install the plug retaining screws. Torque the screws to 18-28 in-lbs.

WIRE TERMINALS

To remove an individual wire from its connector, it will first be necessary to remove the connectors from the dash panel and/or the fuse-C.B. panel as outlined in the foregoing procedure.

To remove a wire from the connector, release the retaining tang from the wire terminal with a narrow screwdriver (Figs. 15 and 16) and pull the wire and terminal out of the connector. To re-install, push the terminal into the connector until the retaining tang snaps into the locking hole in the terminal (Figs. 15 and 16).

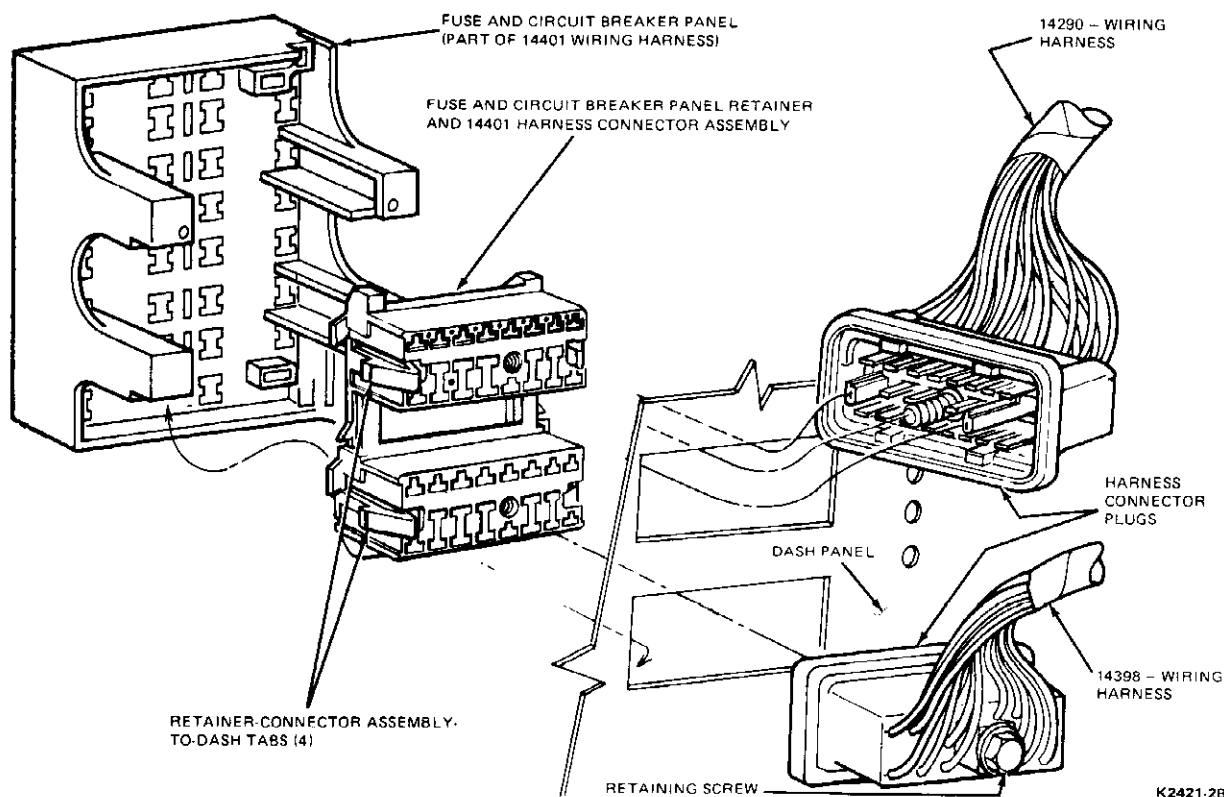
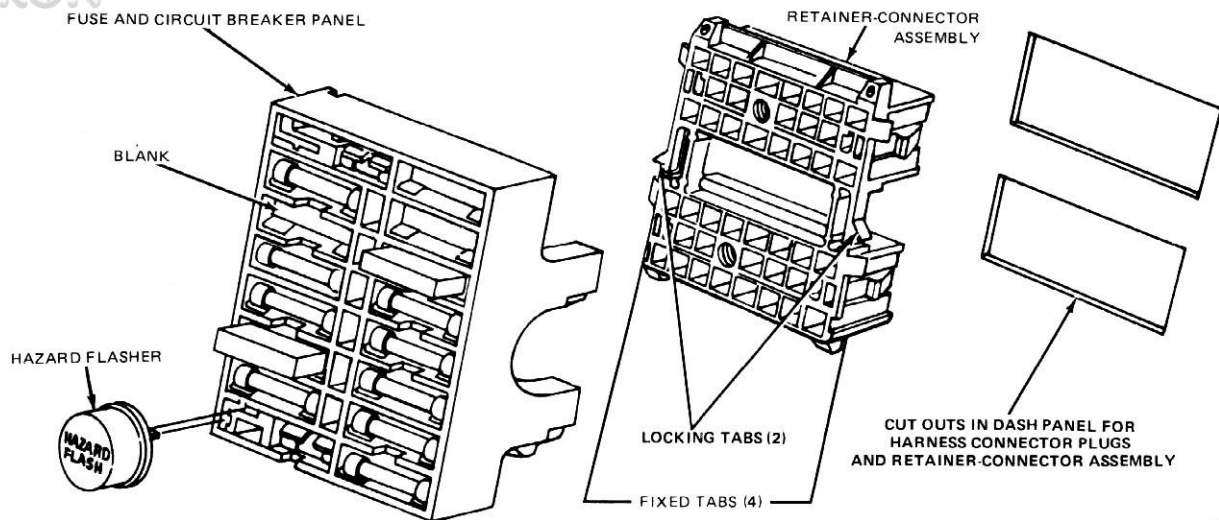
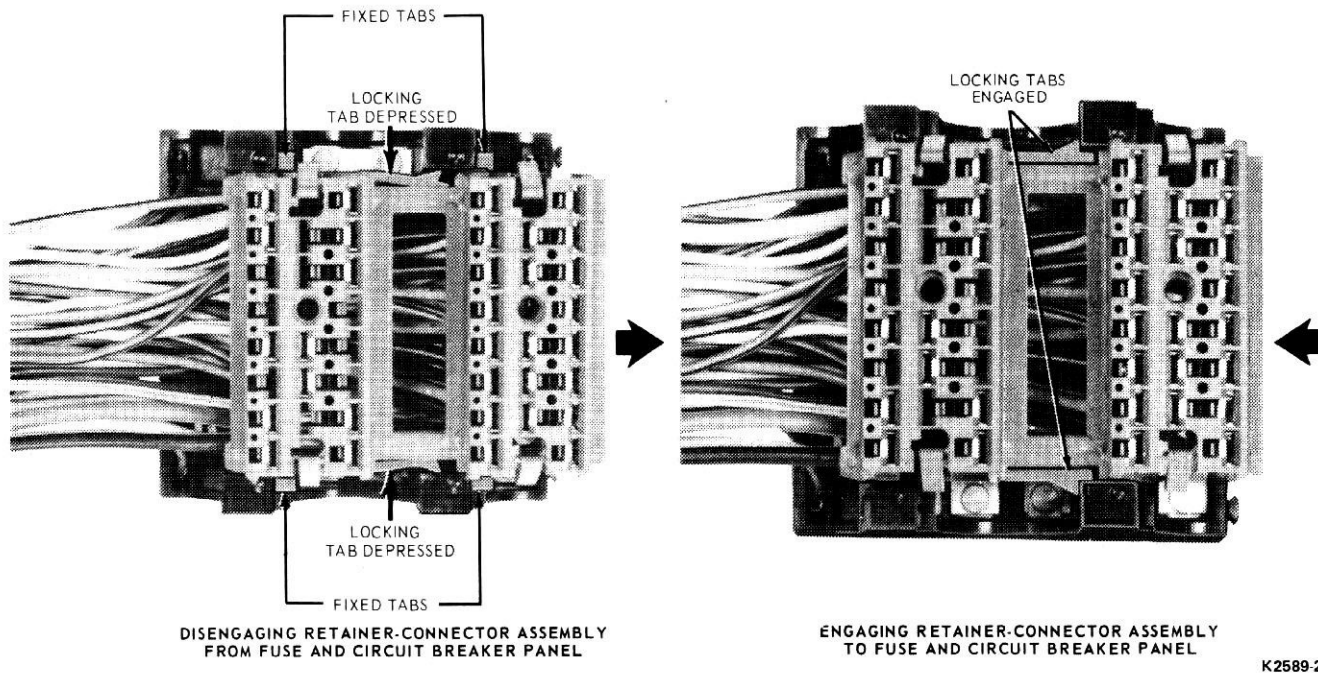


FIG. 12 Typical Removal and Installation of Fuse and Circuit Breaker Panel to Dash Panel—Lincoln Continental Shown



K2422-2D

FIG. 13 Separation of Fuse-Circuit Breaker Panel from Connector—Lincoln Continental Shown



K2589-2A

FIG. 14 Typical Fuse-Circuit Breaker Panel-to-Connector Assembly Engagement—LTD II, Cougar Shown