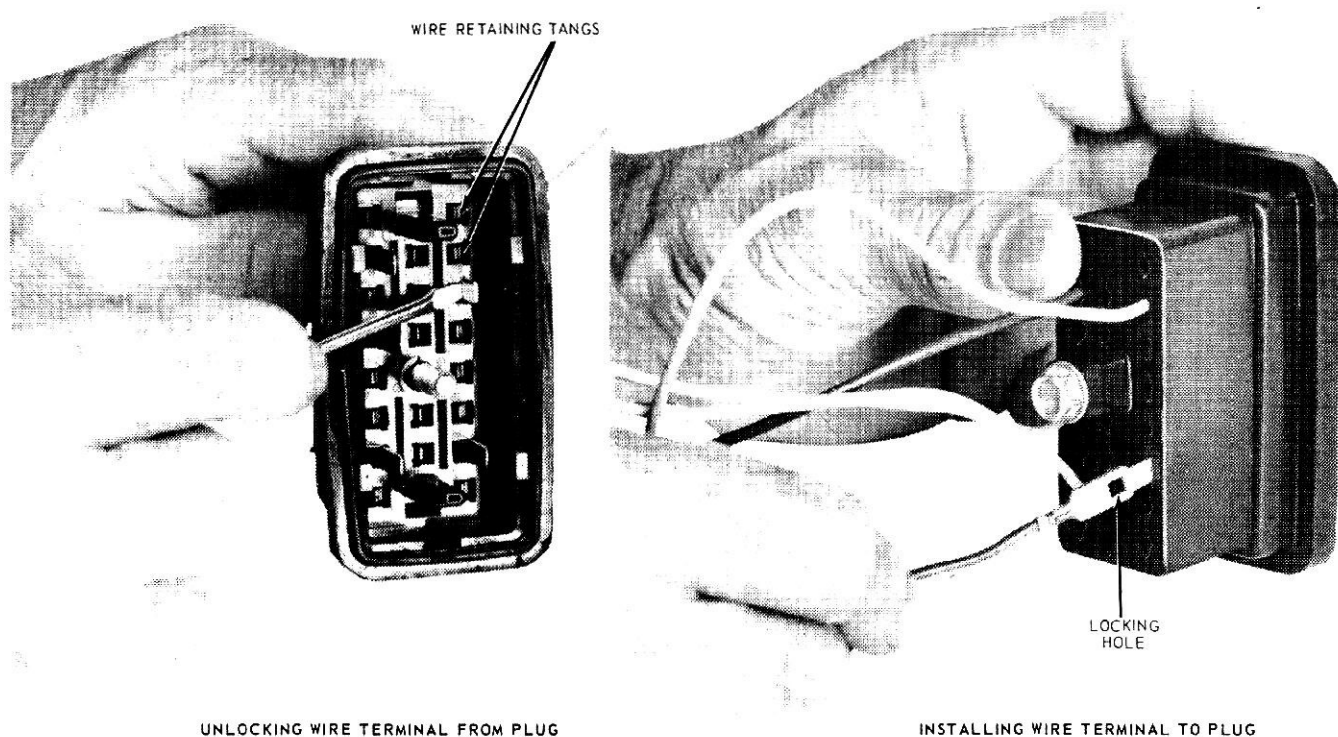
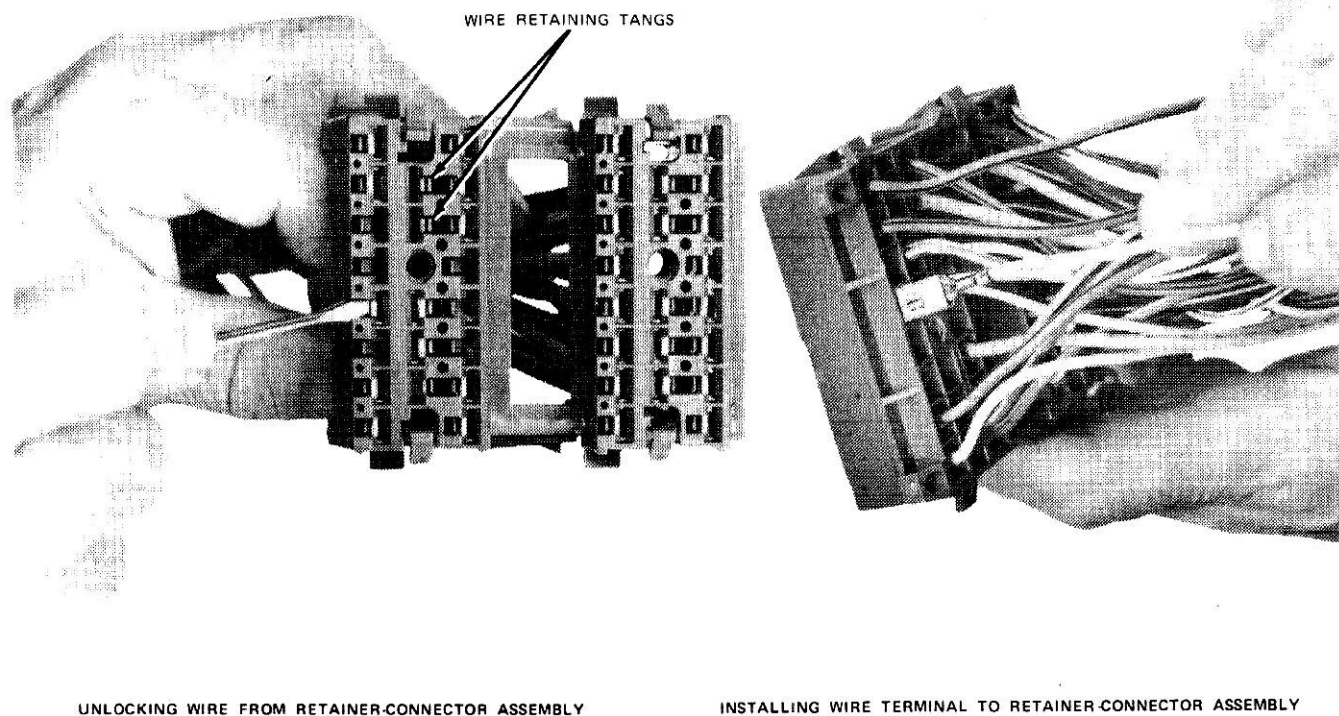




K2590-2A

FIG. 15 Wire (Male) Terminal to Harness Connector Plug Installation



K2591-2A

FIG. 16 Wire (Female) Terminal to Retainer-Connector Assembly Installation

AUXILIARY EQUIPMENT

**GROUP
35**

PART TITLE	PART NO.	PART TITLE	PART NO.
Antennas — Power	35-21	Radio and Stereo Tape Player	35-01
Antennas — Standard	35-10	Speakers	35-30
Ash Receptacles and Cigar Lighters	35-40	Windshield Washers	35-70
Horns	35-80	Windshield Wipers — Electric	35-60
Mirrors — Inside and Outside	35-50		

CL2296-2B

Radio and Stereo Tape Player

**PART
35-01**

Applies to All Models

SUBJECT	PAGE	SUBJECT	PAGE
DIAGNOSIS	01-1	REMOVAL AND INSTALLATION	
TESTING		Radio and/or Tape Player	01-12
Stereo Tape Player and Cassette		Radio Interference Suppression	01-16
Tape Player	01-11	CLEANING	
ADJUSTMENTS		Stereo Tape Player Head and Capstan	01-19
Antenna Trimmer	01-12	SPECIFICATIONS	01-19
Push Buttons	01-11		
Stereo Speaker Balance	01-12		

CL2297-2B

DIAGNOSIS

RADIO TESTS

Internal diagnostic examination of the radio should be left to the authorized radio service center. However, the automotive technician should be able to analyze and isolate radio reception conditions to the proper area or component causing the condition. All radio conditions can be isolated to one of four general areas. The trouble will be found in the antenna system, radio chassis (receiver), speaker system or radio noise suppression equipment.

The Diagnosis Charts and Tests in this section should be used with the Wiring Diagram Book and the Radio

Tester Tool (T65P-18805-A or equivalent) to accurately diagnose and quickly repair most radio system problems.

RADIO RECEPTION

Antenna Position

Adjust the power antenna to 31 inches for the best FM operation.

Tuning

Always fine tune the radio with the hand control knob after depressing a pushbutton. This assures that the radio will be set in the center of the station where

it will obtain minimum noise and the best possible reception. If a particular station has too much interference, try tuning to a stronger station.

FM multiplex has a range of about 20 miles before reception noises are heard. This means that in problem areas with tall buildings or hills it is necessary to select the strongest possible station.

Experience will dictate which FM stations are best for your area.

Tone Control

If any particular area is full of interference, use the tone control to cut out some of the noise by turning it toward the bass position (counterclockwise).

If the vehicle is equipped with optional rear speakers, favoring those rear speakers in noisy areas will help to reduce noise.

Antennas and Mobility

Although an automobile radio will give outstanding mobile reception, it cannot provide the continuous reception of that enjoyed in the home radio. The home receiver is not limited by the vehicle operating characteristics and certain geographical effects as is the mobile unit. For example, for the best FM reception, the automobile antenna should be designed similar to a TV antenna and pointed in the direction of the station. The best AM antenna is a long piece of wire...the higher the wire the better the reception. However, because of design necessity, the automobile antenna is restricted in size, height, direction and must receive both AM and FM stations. This means that a limited amount of the station's signal reaches the car radio. In addition, the car and its radio are portable. This mobility and reduced signal pickup results in FM FLUTTER. This is normal.

Interfering Noise

Located within a few feet of the radio is the automobile's powerful ignition system. This high voltage of this system produces noisy side effects that can interfere with both the AM and FM stations. Although precautions have been taken to minimize ignition noise, a certain amount can be heard on FM when the station is not quite tuned. Ignition noise from passing vehicles can occasionally be heard if they do not have proper suppression equipment installed. These same vehicles produce interference in the television sets. Very little can be done with the radio receiver to protect against this type of external interference.

Electrical Accessories

Some of the many electrical accessories being added on today's vehicles contribute to additional radio interference. These devices are constantly scrutinized to establish their electrical compatibility with the radio. Add-on or faulty accessories can cause radio noise problems.

FM Flutter

FLUTTER can best be described as repeated pops and hissing bursts heard in the speaker, during an

otherwise good broadcast. Usually this condition exists while traveling in the fringe area of the station. Flutter will become more severe beyond approximately 25 miles of the station. The signal loss becomes greater away from the station, until finally noise takes over and you can no longer receive the station. Flutter may also be noticed near the station because of the line-of-sight characteristics of FM radio waves. This condition can happen when a building or large structure is between the radio receiver and the station you are trying to receive. Some of the FM signal bends around the building, but certain spots have almost no signal. Some of these signal losses are only a few inches wide and if the car is parked in one of these dead spots, you will only hear noise from the speaker. As you move out of the shadow of the structure, the station will return to normal. Flutter will not occur on AM because the AM radio waves are much longer than FM waves.

FM Multi-Path Cancellation

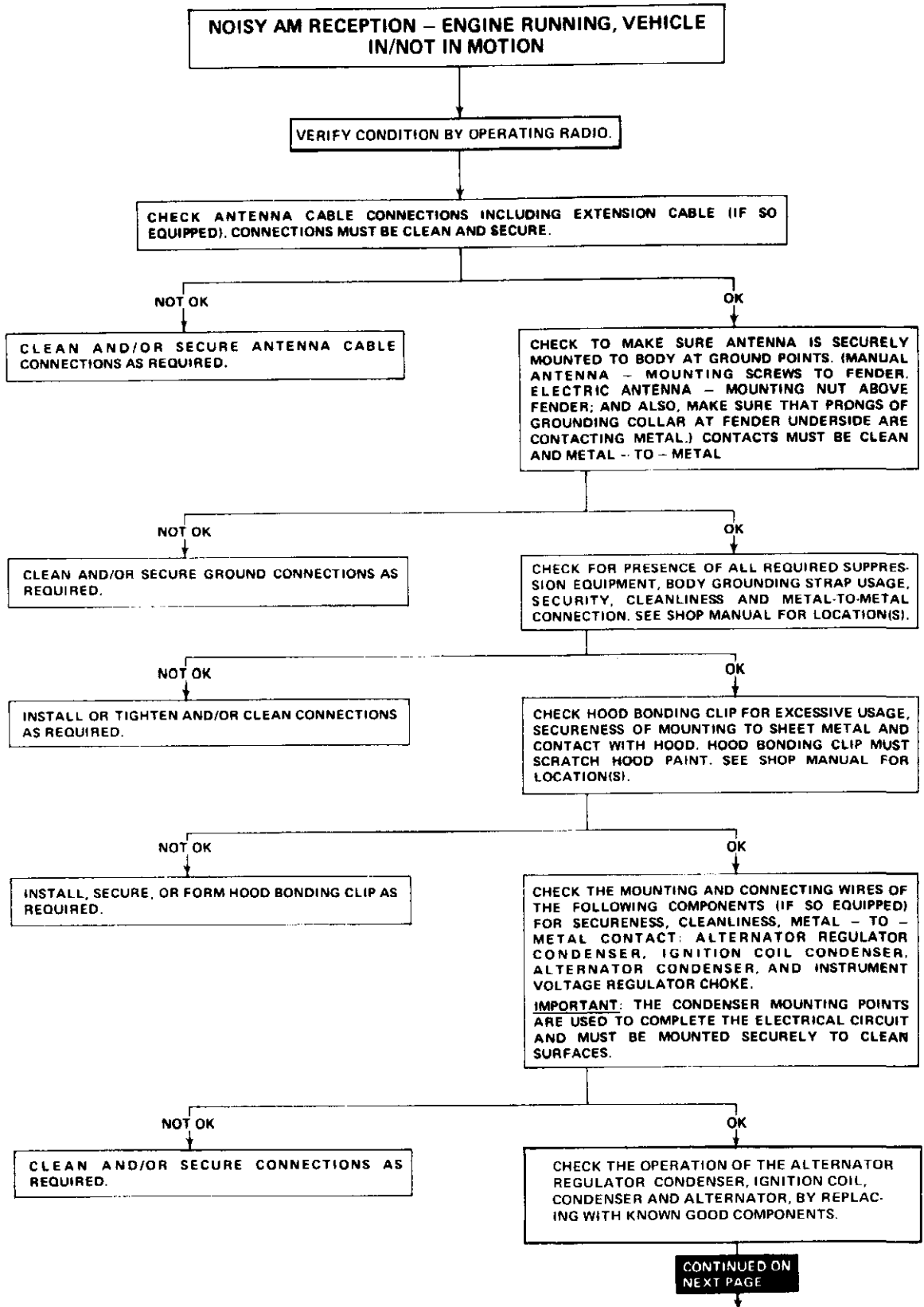
Another effect caused by the line-of-sight characteristic is called CANCELLATION. This condition exists when the radiowaves are reflected from objects or structures. The noise produced by cancellation is similar to flutter, with the addition of distortion in the program. A more familiar description of cancellation is its similarity to the multiple ghosts and picture jumping that occur on television when a low flying plane passes. The same condition exists in the car, except that the car is moving and the reflecting structure is stationary. The reflected signal cancels the normal signal, causing the antenna to pick up noise and distortion. Cancellation effects are most prominent in metropolitan areas, but can also become quite severe in hilly terrain and depressed roadways.

FM Capture and Overloading

FM CAPTURE is an unusual condition that occurs when traveling in the vicinity of a broadcast tower. If listening to a weak FM station, when passing the broadcast tower, a stronger station occurs without changing the radio dial. When passing the tower, the station may switch back and forth a few times before returning to the station originally tuned. When several broadcast towers are present (common in metropolitan areas) several stations may OVERLOAD the receiver resulting in considerable station changing, mixing and distortion. Fortunately, this condition is localized and it will not harm the receiver. Some overloading may also be noticed on AM, but usually to a lesser degree.

Receiving FM Multiplex

Because more data is carried in the FM multiplex waves than in the monaural FM broadcasts, flutter, cancellation and capture are even more noticeable. The FM multiplex noise-free broadcast range is approximately five miles less than that received with the monaural FM radio. The AM/FM, FM Multiplex radio may never encounter any of these troublesome conditions as they are more prominent in metropolitan areas, hilly terrain and depressed roadways. However, when diagnosing FM Multiplex, it is recommended to accurately tune to the strongest FM Multiplex station.



CL2311-2C1

NOISY AM RECEPTION – ENGINE RUNNING, VEHICLE IN/NOT IN MOTION
Continued

CONTINUED FROM PREVIOUS PAGE

OK

CHECK ALTERNATOR BY DISCONNECTING WIRING HARNESS FROM VOLTAGE REGULATOR.

ELIMINATES NOISE

CHECK ALTERNATOR AS DIRECTED IN SHOP MANUAL. REPAIR OR REPLACE AS REQUIRED.

NOT OK

REROUTE OR REPLACE SPARK PLUG WIRES OR SECURE CONNECTIONS AS REQUIRED.

OK

CHECK SPARK PLUG WIRES FOR PROPER ROUTING, GROUNDING AND SECURENESS OF CONNECTIONS.

OK

CHECK IGNITION SYSTEM FOR PROPER OPERATION. (USE IGNITION SYSTEM ANALYZER OR CHECK FOR OPEN CIRCUIT SPARK PLUG WIRES USING OHMMETER.) ALSO CHECK SPARK PLUGS FOR CRACKED INSULATORS.

NOT OK

REPAIR OR REPLACE COMPONENTS AS REQUIRED.

OK

CHECK ALL RADIO CHASSIS MOUNTING POINTS FOR SECURENESS, CLEANLINESS AND METAL – TO – METAL CONTACT.

NOT OK

CLEAN AND/OR SECURE AS REQUIRED.

OK

SUBSTITUTE A KNOWN GOOD ANTENNA BEING SURE TO GROUND ANTENNA BASE TO AN UNPAINTED METAL SURFACE.

ELIMINATES NOISE

REPLACE ANTENNA.

NO CHANGE

IF EQUIPPED WITH ANTENNA EXTENSION CABLE, SUBSTITUTE A KNOWN GOOD CABLE.

ELIMINATES NOISE

REPLACE ANTENNA EXTENSION CABLE

NO CHANGE

SUBSTITUTE KNOWN GOOD RADIO.

CONTINUED ON NEXT PAGE

CL2311-2A2

NOISY AM RECEPTION – ENGINE RUNNING, VEHICLE IN/NOT IN MOTION – Continued**CONTINUED FROM PREVIOUS PAGE**

ELIMINATES NOISE

HAVE RADIO UNIT REPAIRED BY AUTHORIZED SERVICE CENTER.

NO CHANGE

CHECK TO SEE IF NOISE CAN BE ELIMINATED BY REPOSITIONING ANTENNA, SPEAKER OR RADIO POWER FEED WIRES AWAY FROM OTHER WIRES AND/OR BRACKETS.

ELIMINATES NOISE

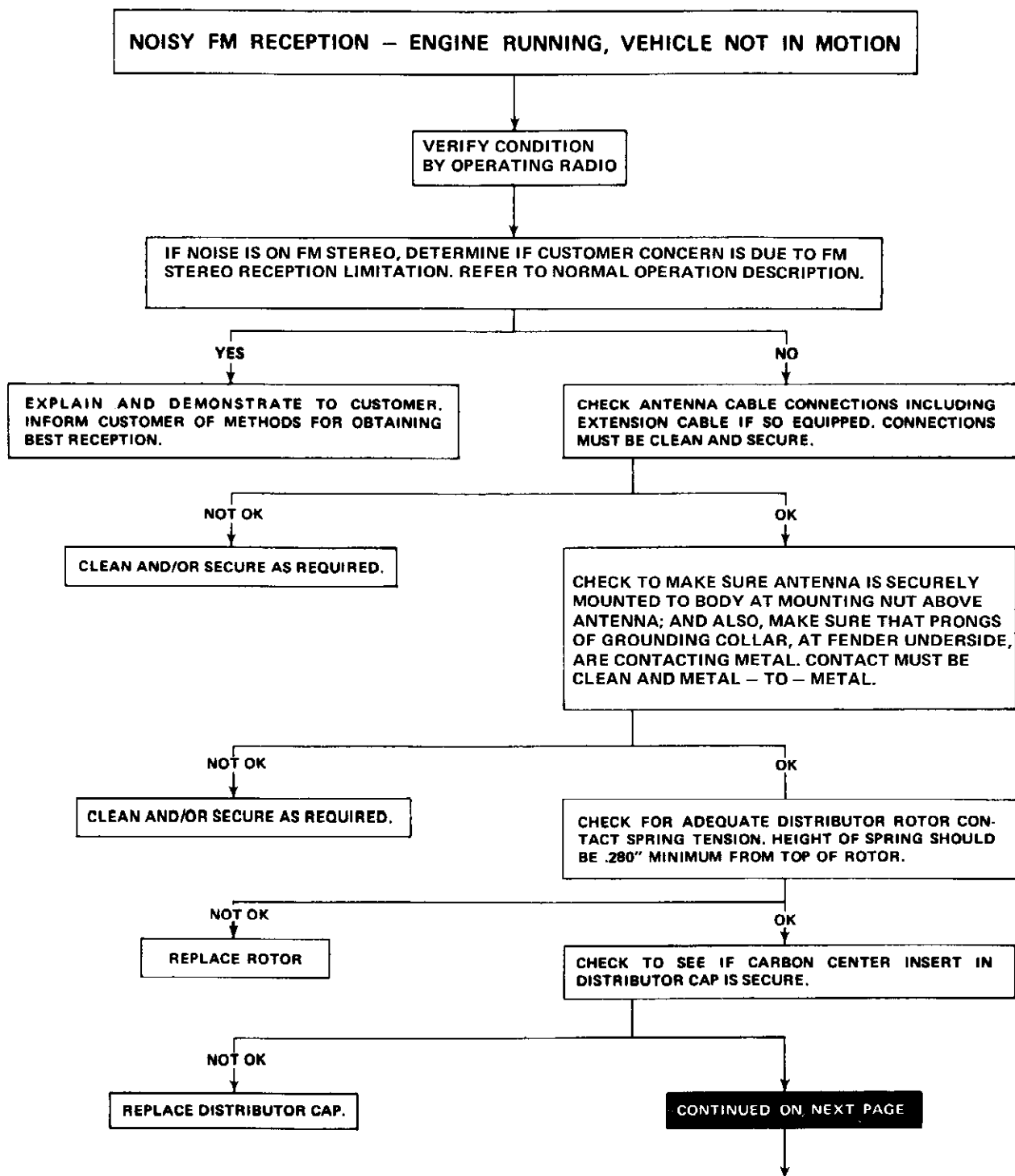
REPOSITION PERMANENTLY BY TAPING.

NO CHANGE

GROUND VARIOUS PARTS OF THE CAR TO THE FRAME USING A JUMPER CABLE FOR EXAMPLE, ENGINE, FENDERS, QUARTER PANEL, STONE DEFLECTORS, AIR CLEANER, BODY SHEET METAL.

ELIMINATES NOISE

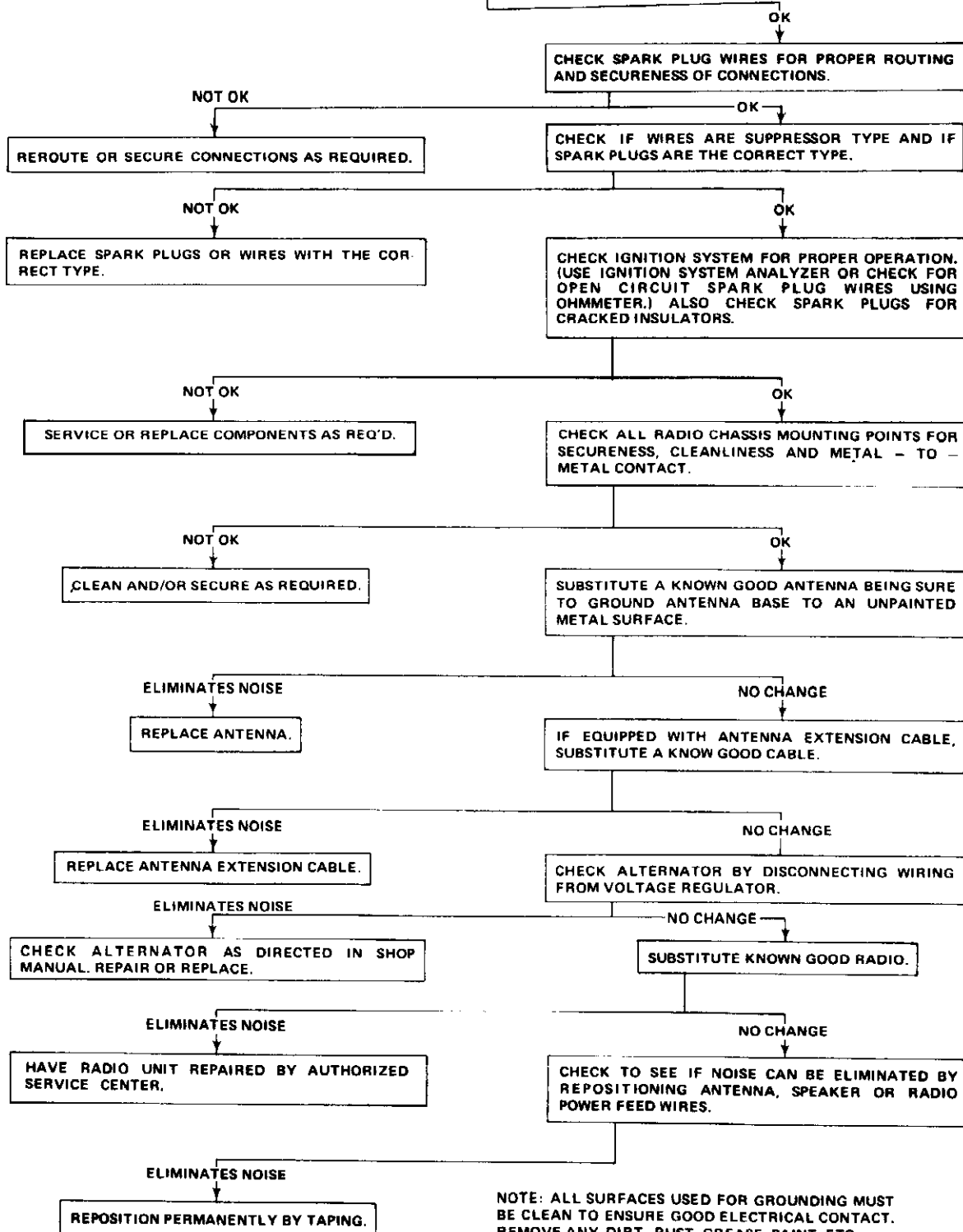
PROVIDE PERMANENT GROUND WHERE REQUIRED.CL2311-2A³



NOTE: ALL SURFACES USED FOR GROUNDING MUST BE CLEAN TO ENSURE GOOD ELECTRICAL CONTACT. REMOVE ANY DIRT, RUST, GREASE PAINT, ECT.

NOISY FM RECEPTION – ENGINE RUNNING, VEHICLE NOT IN MOTION – Continued

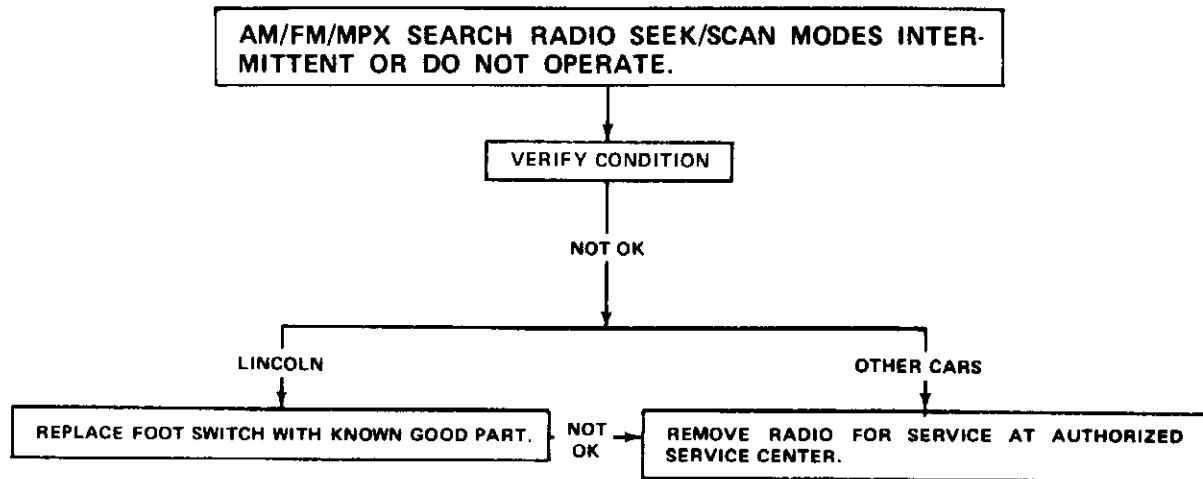
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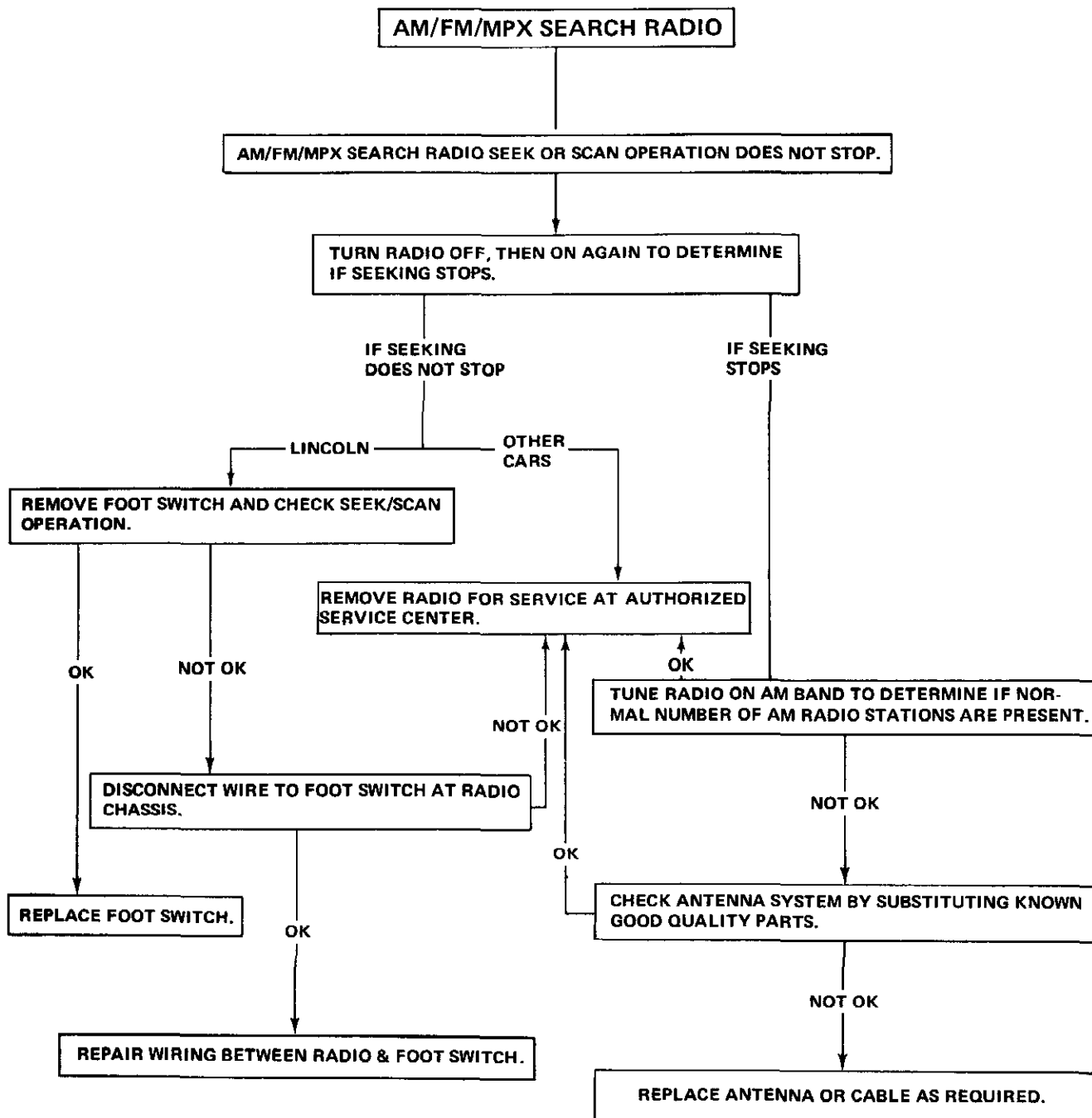
NOTE: ALL SURFACES USED FOR GROUNDING MUST BE CLEAN TO ENSURE GOOD ELECTRICAL CONTACT. REMOVE ANY DIRT, RUST, GREASE, PAINT, ETC.

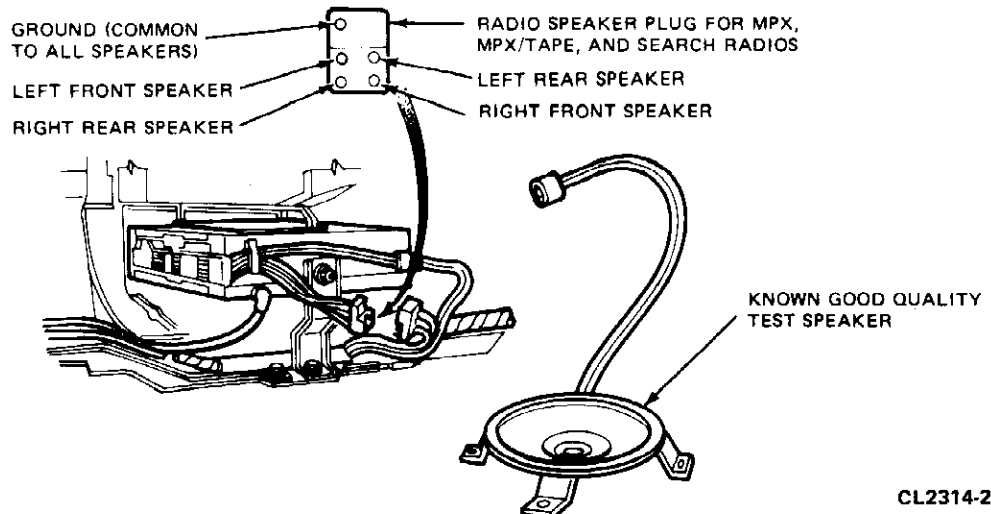
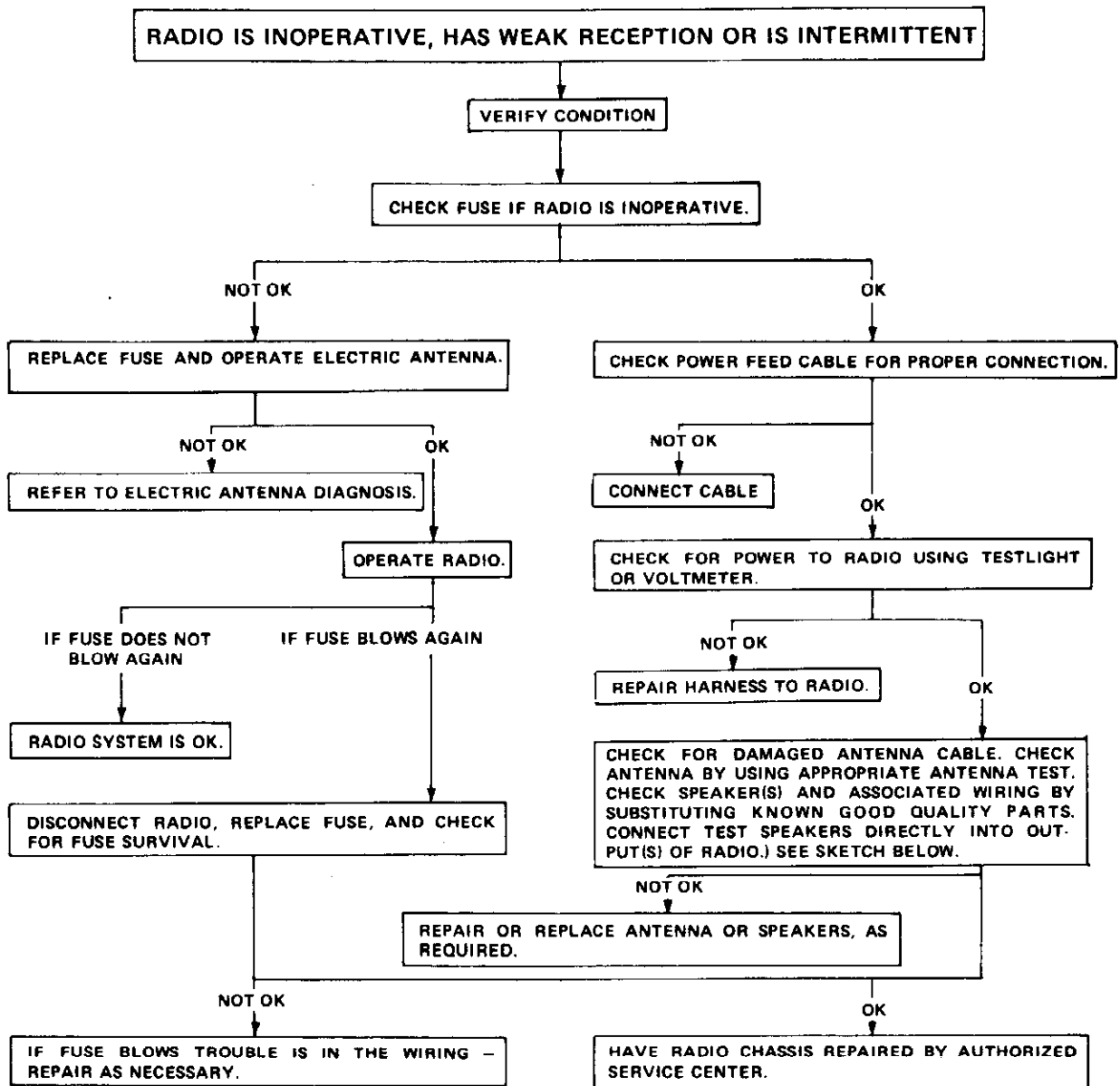
CL2312-2C2

AM/FM/MPX SEARCH RADIO



CL2313-2B1





CL2314-2A

TESTING

STEREO TAPE PLAYER AND CASSETTE TAPE PLAYER

During extremely cold weather operation, allow the unit to warm up approximately 5 minutes before testing.

Turn the player on by rotating the volume control (left knob) clockwise approximately 1/2 turn. Insert tool aid cartridge D6AA-19A043-CA for stereo tape player, and D8DF-19A199-CA (open end to the right) for cassette tape player. Set the tone control (ring knob behind the volume control) at full clockwise rotation. Let the tape run until music starts playing, then re-adjust the controls for desired volume, tone and fader. Listen

for continuous music on all four programs. Recording will be heard for two seconds on Left channel, with Right channel blank, then for two seconds on the Right channel, with Left channel blank. Absence of recording on either channel constitutes a malfunction of that channel. Adjust the fader control for full rear, to insure operation of all four speakers. By successively pressing in on the volume control knob, the channels should switch in order 1 to 2 to 3 to 4 to 1 etc.

ADJUSTMENTS

PUSH BUTTONS

AM Radio

Pull out one of the push buttons to unlock the push button mechanism. Tune in the desired station with the manual tuning knob. After the station is clearly tuned in, push the button straight in until it stops, then release it.

Repeat this procedure for the remaining buttons. You can frequently get better reception by "fine tuning" with the manual control after using a push button.

AM-FM Monaural Radio

The AM-FM-Monaural Radio push buttons can be set to a total of any (5) AM and (5) FM stations.

Slide the band selector bar to the left for AM station selection and follow the push button setting procedure described under AM radio. Slide the selector bar to the right for FM station selection and follow the push button setting procedure described under AM radio.

AM-FM-MPX Stereo Radio

The AM-FM-MPX Stereo Radio push buttons can be set to (5) AM stations and (5) FM or FM stereo stations.

CAUTION: DO NOT OPERATE THE BAND SELECTOR BAR IF ANY PUSHBUTTON IS PULLED OUT.

Slide the band selector bar to the left for AM station selection and follow the push button setting procedure described under AM radio. Slide the band selector bar to the right for FM and FM stereo station selections and once again, follow the push button setting procedure described under AM radio.

AM-FM Stereo Radio and Tape Player or Cassette Tape Player

The AM-FM Stereo Radio (with tape or cassette tape player) push buttons can be set to (5) AM stations and (5) FM stations.

CAUTION: DO NOT PRESS THE FM OR AM BAND SELECTOR BUTTON WHEN ONE OF THE PUSH BUTTONS IS PULLED OUT.

Push the AM selector button (right side) and follow the push button setting procedure described under AM

radio. Push the FM selector button (left side) and once again, follow the push button setting procedure described under AM radio.

AM Radio with Stereo Tape Player

The AM radio (with stereo tape player) push buttons can be set to (5) AM stations.

Allow radio to warm up for (5) minutes, and follow procedure described under AM Radio for pushbutton setting.

AM-FM Stereo Radio and Quadrosonic Tape Player

The AM-FM stereo radio and quadrosonic tape player push buttons can be set to (5) AM stations and (5) FM or FM stereo stations.

CAUTION: DO NOT PRESS THE AM OR FM BUTTON WHEN ONE OF THE PUSHBUTTONS IS PULLED OUT.

Allow the radio to warm up for (5) minutes and follow procedure described under AM-FM Stereo Radio and Tape Player.

AM-FM Stereo Town and Country Search Radio

The AM-FM stereo Town and Country search radio can be manually pre-set by pushbuttons as described under AM-FM stereo radio, or it can seek automatically AM, FM or FM stereo stations.

The upper left hand control is a momentary contact switch. Depressing the SEEK button will cause the radio to search out and stop at the next station on the dial.

The upper right-hand control is a momentary contact switch. Depressing the SCAN button will cause the radio to search out the next station, play that station for approximately 8 seconds and then continue the scan cycle. At the desired station, the scan cycle may be stopped by pushing the SCAN button again prior to the end of the 8-second dwell period.

CAUTION; THE PUSH BUTTONS MUST ALL BE SET BEFORE THE BAND SELECTOR BAR WILL OPERATE. DO NOT OPERATE THE BAND SELECTOR BAR IF ANY PUSH BUTTON IS PULLED OUT.

In the upper center control there is a slide switch for Town, Country and Stereo modes. The Town

mode will stop only on stations with strong signals. The Country mode will stop on all stations, and the Stereo will stop only FM stereo stations. The band selector bar must be in the FM position for the Stereo mode.

STEREO SPEAKER BALANCE ADJUSTMENT

The speaker balance adjustment on the Stereo Tape player can be made through the tape door. However, only in extreme cases of speaker imbalance, should a speaker balance adjustment be made.

1. Properly adjust the receiver to an FM broadcast and allow unit to operate for (5) minutes. The stereo jewel should not be illuminated.
2. Open the tape door and with a screwdriver, slowly rotate the adjusting screw. Turning the screw to the right increases the volume of the right speakers. Turning the screw to the left increases the volume of the left speakers.
3. Test speaker balance with a quality tape.

NOTE: The speaker balance adjustment on the AM-FM Stereo Radio can be made with the slide lever under the pushbuttons.

ANTENNA TRIMMER

Fading or weak AM radio reception due to an inadequate signal pick-up may, in some instances, be corrected by adjusting the antenna trimmer. The trimmer is located at the right rear or the front side of the radio. It must be noted that fading or weak reception may be due to an improperly extended antenna, faulty antenna or radio.

1. Inspect the antenna lead-in plug and socket to be sure that they are clean. Clean them if required.
2. Extend the antenna to its maximum length and position the vehicle in an open area away from steel buildings.
3. Turn the radio on.
4. Tune the radio to a weak station around 1600 KC (16 on the dial). Adjust the volume control so that the station is barely audible.
5. Adjust the antenna trimmer to obtain maximum volume from the station.

REMOVAL AND INSTALLATION

RADIO AND/OR TAPE PLAYER

Ford, Mercury and Lincoln Continental

Removal

1. Disconnect the battery ground cable.

2. Remove the radio knobs and the screws attaching the bezel-to-instrument panel (Fig. 1).
3. Remove the radio mounting plate attaching screws.
4. Pull the radio to disengage it from the lower rear support bracket.

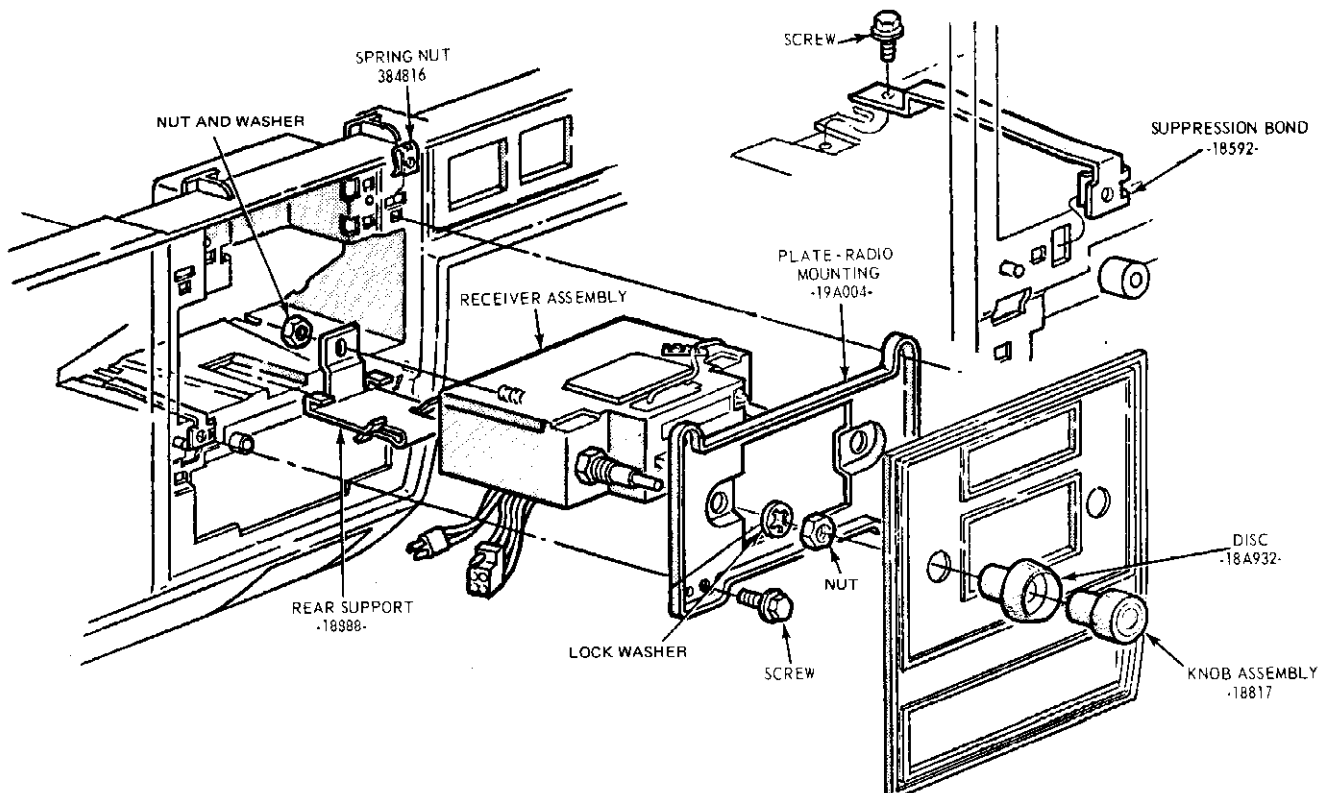


FIG. 1 Radio Installation—Ford, Mercury and Lincoln Continental

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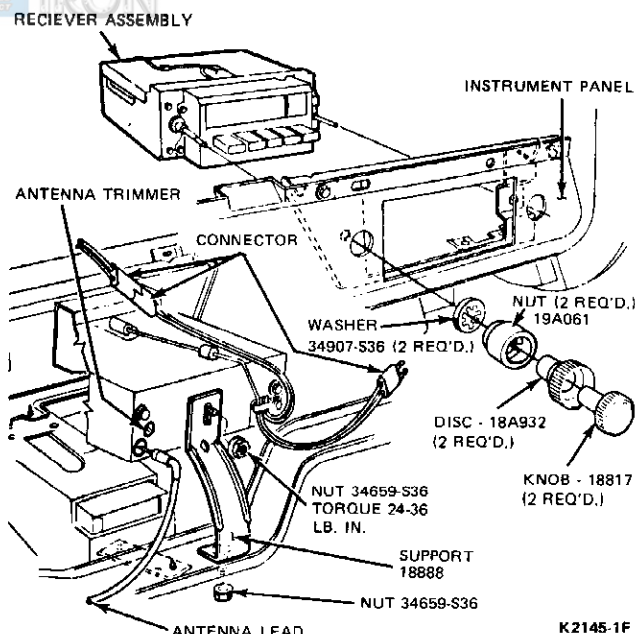


FIG. 2 Radio Installation—LTD II, Thunderbird and Cougar

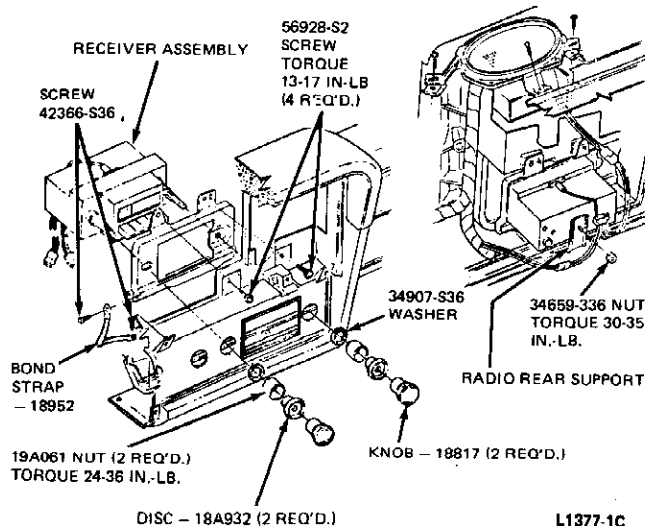


FIG. 3 Radio Installation—Mustang II

5. Disconnect the power, antenna and speaker leads and remove the radio.
6. Remove the radio to mounting plate retaining nuts and washers and remove the mounting plate.
7. Remove the rear upper support retaining nut and remove the support.

Installation

1. Position the rear upper support to the radio and install the retaining nut.
2. Position the mounting plate to the radio and install the retaining nuts and washers.
3. Position the radio part way into the instrument panel and connect the power lead, antenna speaker leads.
4. Push the radio in to engage the lower rear support bracket and attach the radio assembly to instrument panel with screws.

5. Install the radio right hand bezel-to-instrument panel (2) screws and radio discs and control knobs.
6. Connect the battery ground cable.
7. Adjust the radio push buttons for the desired stations.

LTD II, Thunderbird and Cougar

Removal

1. Disconnect the battery ground cable.
2. Remove the radio knobs, discs, control shaft nuts and washers.
3. Remove the radio rear support to instrument panel attaching nut. (Fig. 2).
4. Lower the radio and disconnect the power lead, speaker lead and antenna cable-lead-in wires from the radio chassis.

Installation

1. Connect the power lead, speaker and antenna cable lead-in wires to the radio chassis.
2. Position the radio to the instrument panel and install the two bezel washers and nuts.
3. Install the radio rear support bracket-to-instrument panel attaching nut.
4. Connect the battery ground cable.
5. Install the radio control discs and knobs, set the push buttons for the desired stations and check the radio for operation.
6. Adjust the antenna trimmer, if necessary.

Mustang II

Removal

1. Disconnect the battery ground cable.
2. Remove the radio knobs, discs, control shaft nut and washers (see Fig. 3).
3. Remove ashtray.
4. Remove the radio rear support-to-instrument panel attaching nut and lower attaching bolt.
5. Lower the radio and disconnect the power lead and antenna cable lead-in wires from the radio chassis.

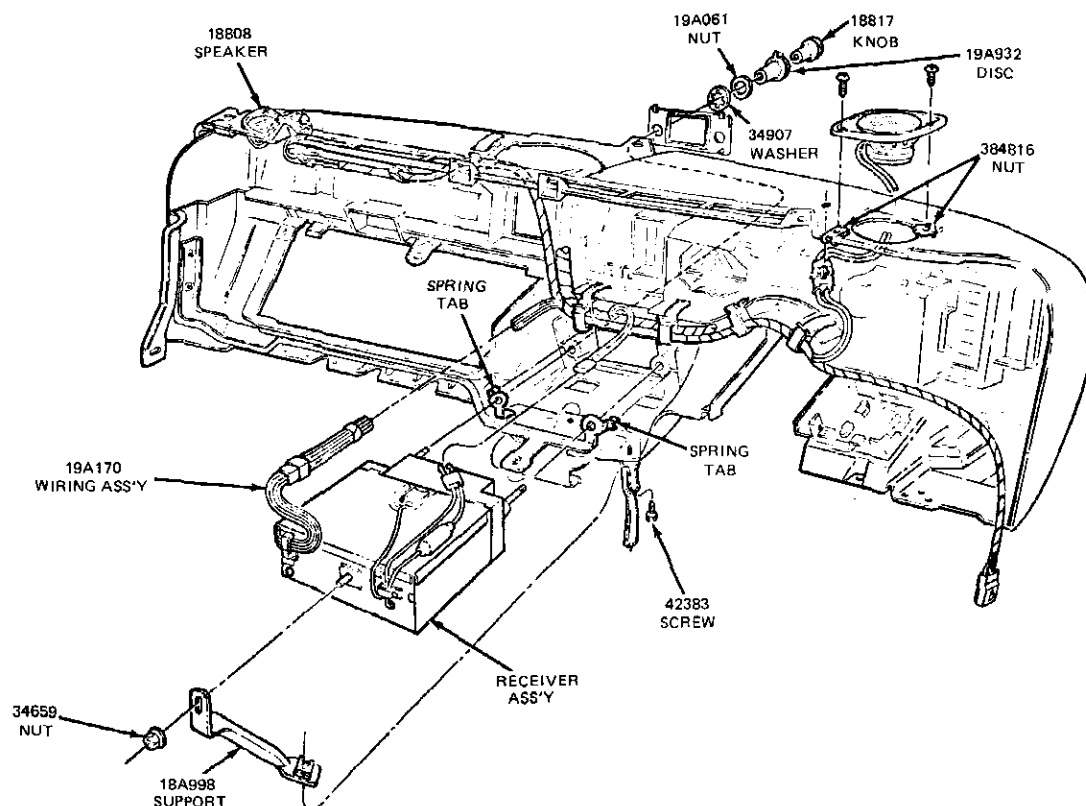
Installation

1. Connect the power lead, speaker and antenna cable lead-in wires to the radio chassis.
2. Position the radio to the instrument panel and install the two bezel washers and nuts.
3. Replace the lower attaching bolt through the ashtray when installing the rear support bracket to instrument panel attaching nut.
4. Connect the battery ground cable.
5. Install the radio control discs and knobs, set the push buttons for the desired stations and check the radio for operation.
6. Adjust the antenna trimmer, if necessary.

Fairmont and Zephyr

Removal

1. Disconnect the battery ground cable. Remove seat belt interlock module located below radio.
2. Disconnect power lead, speaker leads and antenna lead-in-cable from the radio receiver (Fig. 4).



L1210-2E

FIG. 4 Radio Installation—Fairmont and Zephyr

3. Remove the control knobs, discs, control shaft nuts and washers.
4. Remove the radio rear support attaching nut.
5. Remove radio receiver from bezel and rear support then lower from instrument panel.

Installation

1. Position the radio under the instrument panel and install into the bezel and rear support.
2. Install nut finger tight on attachment to rear support.
3. Install washers and nuts on control shafts and tighten to specification.
4. Tighten the rear support nut.
5. Connect power lead, speaker leads and antenna to the radio receiver.
6. Install discs and knobs. Install seat belt interlock module.
7. Connect battery ground cable, check radio for operation and set the push buttons.
8. Adjust the antenna trimmer, if necessary.
9. Ensure that the ground strap engine-to-dash panel is properly connected (Fig. 5).

Pinto and Bobcat**Removal**

1. Disconnect the battery ground cable.
2. Remove the instrument panel trim brace cover.
3. Remove the rear support-to-radio attaching bolt (Fig. 6).

4. Remove four screws attaching the bezel to the instrument panel opening.
5. Pull the radio out from the instrument panel and disconnect the speaker wires, power wire and the antenna lead-in cable. Then, remove the radio.
6. Remove the knob and disc from each control shaft.
7. Remove the nuts and washers from the control shafts, and remove the bezel from the radio.

Installation

1. Position the bezel to the radio and install the washers and retaining nuts (Fig. 6).
2. Install the disc and knob on each control shaft.
3. Connect the speaker wires, power wire and antenna lead-in cable to the radio.
4. Position the radio into the instrument panel opening, and install the four bezel-to-instrument panel attaching screws.
5. Install the rear support attaching screw and the instrument panel brace trim cover.
6. Connect the engine-to-dash ground cable (Fig. 7).

Continental Mark V**Removal**

1. Disconnect the battery ground cable.
2. Pull the radio knobs and discs from the shafts.
3. Remove the nut and washer from both radio control shafts (Fig. 8).
4. Remove two screws attaching the twilight sentinel amplifier and lower the amplifier.

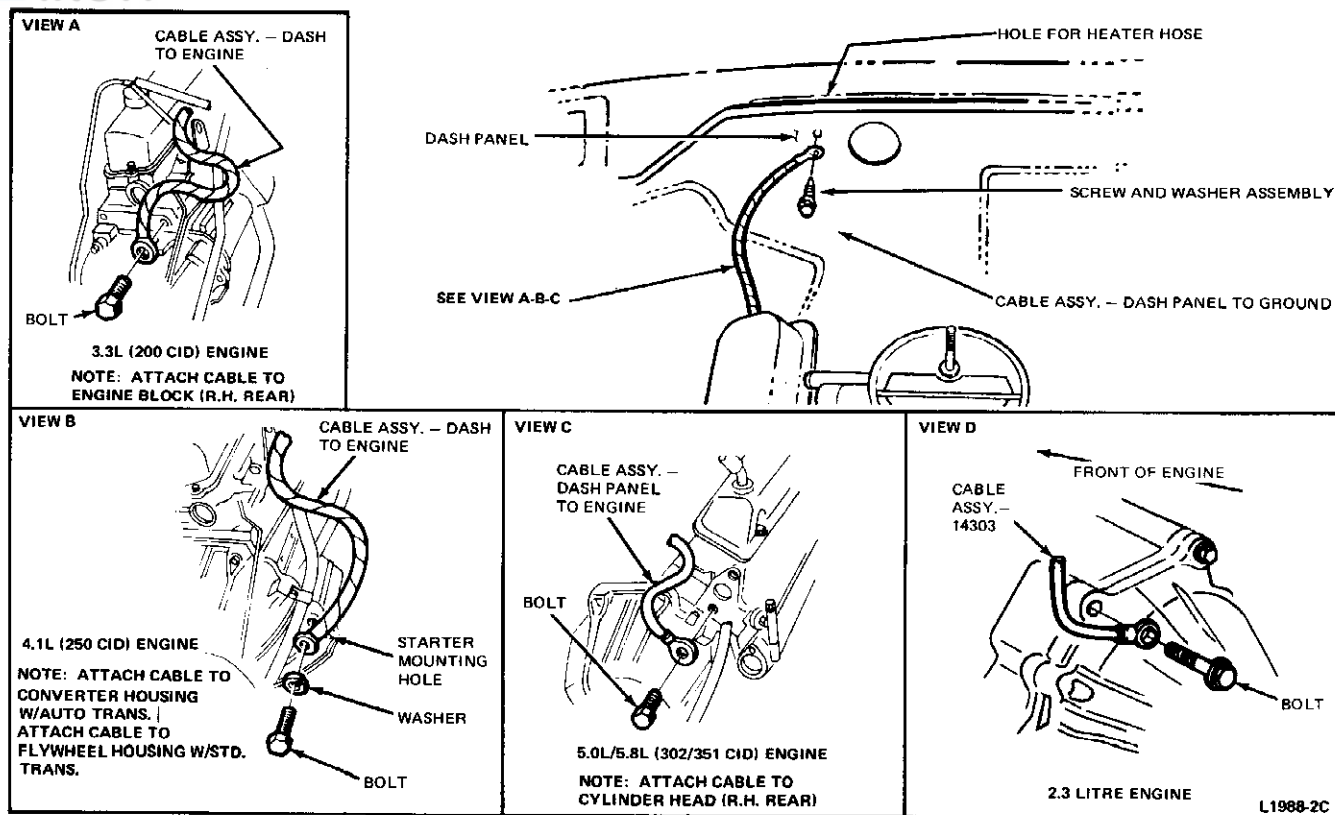


FIG. 5 Ground Cable Engine to Dash Panel—Breakerless Ignition With or Without Radio—Fairmont, Zephyr, Granada and Monarch

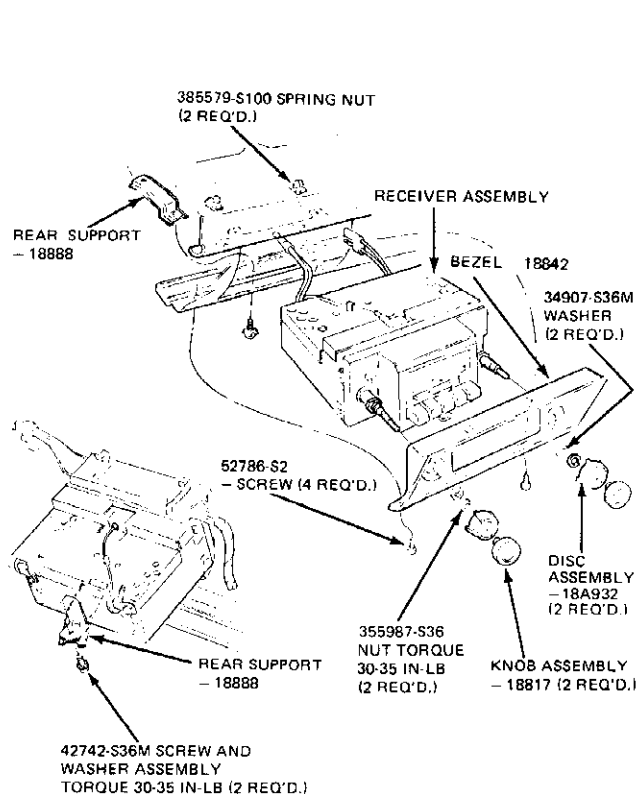


FIG. 6 Radio Installation—Pinto and Bobcat

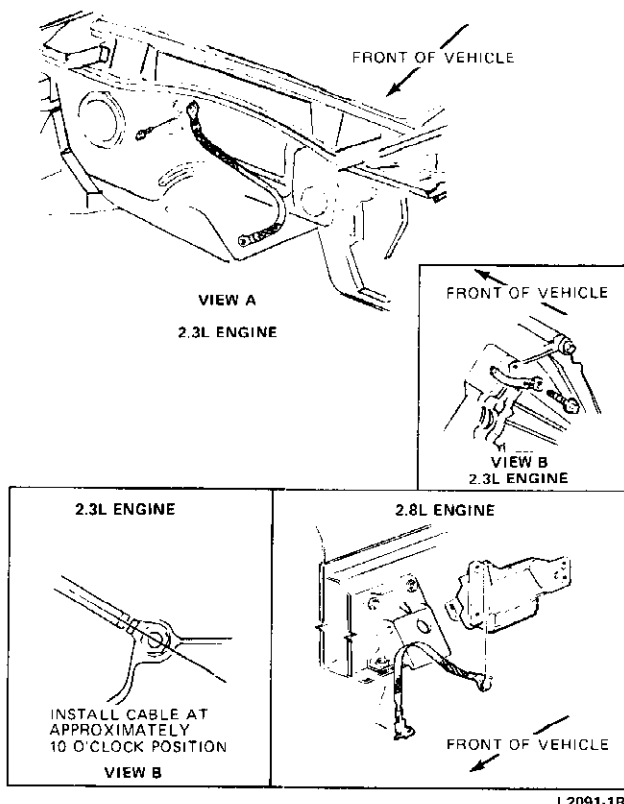


FIG. 7 Ground Cable; Engine to Dash Panel—Pinto, Bobcat and Mustang II

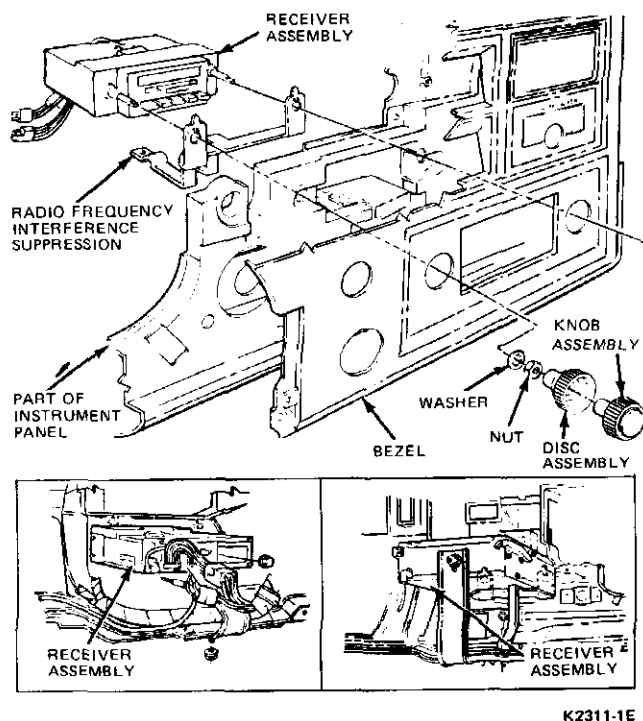


FIG. 8 Radio Installation—Continental Mark V

5. Remove two screws attaching the air conditioning duct beneath the radio and remove duct.
6. Remove the radio rear support-to-panel attaching screw.
7. Disconnect the radio power lead and speaker lead at the connectors.
8. Disconnect the antenna cable lead-in and remove the radio.

Installation

1. Connect the power lead, speaker lead and antenna cable lead-in to the radio chassis.
2. Position the radio to the instrument panel.
3. Install the washers and nuts on the control shafts. Tighten to specification.
4. Install the radio rear support attaching screw. Tighten to specification.
5. Install the discs and knobs to the control shafts.
6. Install the twilight sentinel amplifier and attach with two screws. Tighten screws to specifications (if removed).
7. Install the air conditioning duct with two screws.
8. Connect the battery ground cable.

9. Check the operation of the radio and set the push buttons. Adjust antenna trimmer if required.

Monarch, Granada and Versailles

Removal

1. Disconnect the battery ground cable.
2. Remove the headlamp switch from the instrument panel applique.
3. Remove all knobs for heater, air conditioner, windshield wiper/washer and radio receiver knobs and discs.
4. Remove six (6) screws attaching instrument panel applique to instrument panel and remove applique.
5. Disconnect antenna lead-in cable from radio.
6. Remove four (4) screws attaching radio bezel to instrument panel and slide radio and bezel out of the lower rear support bracket and instrument panel opening toward the passenger compartment far enough to disconnect the power lead and speaker leads from the radio receiver and remove radio (Fig. 9).
7. Remove nut attaching rear support bracket to radio and remove bracket.
8. Remove nuts and washers from control shafts and remove bezel from radio.

Installation

1. Install rear support bracket on radio receiver. Install attaching nut and torque to specification.
2. Install radio bezel on radio. Install attaching washers and nuts on radio shafts and torque to specifications.
3. Insert radio with bezel and rear support bracket through instrument panel opening far enough to connect the power lead, speaker leads and antenna lead-in cable. Then insert radio upper rear support bracket into lower rear support bracket.
4. Center radio and bezel into instrument panel opening and attach bezel with four (4) screws and torque to specification.
5. Install instrument panel applique to panel and attach with six (6) screws. Torque screws to specification.
6. Install knobs on heater, air conditioner, windshield wiper/washer. Install radio receiver discs and knobs. Install headlamp switch on instrument panel.
7. Connect battery ground cable. Check the radio for operation, set the push buttons and adjust antenna trimmer, if necessary.
8. Ensure the ground strap engine-to-dash panel is properly connected.

RADIO INTERFERENCE SUPPRESSION

The interference suppression equipment installations for the various models are shown in Fig. 10.

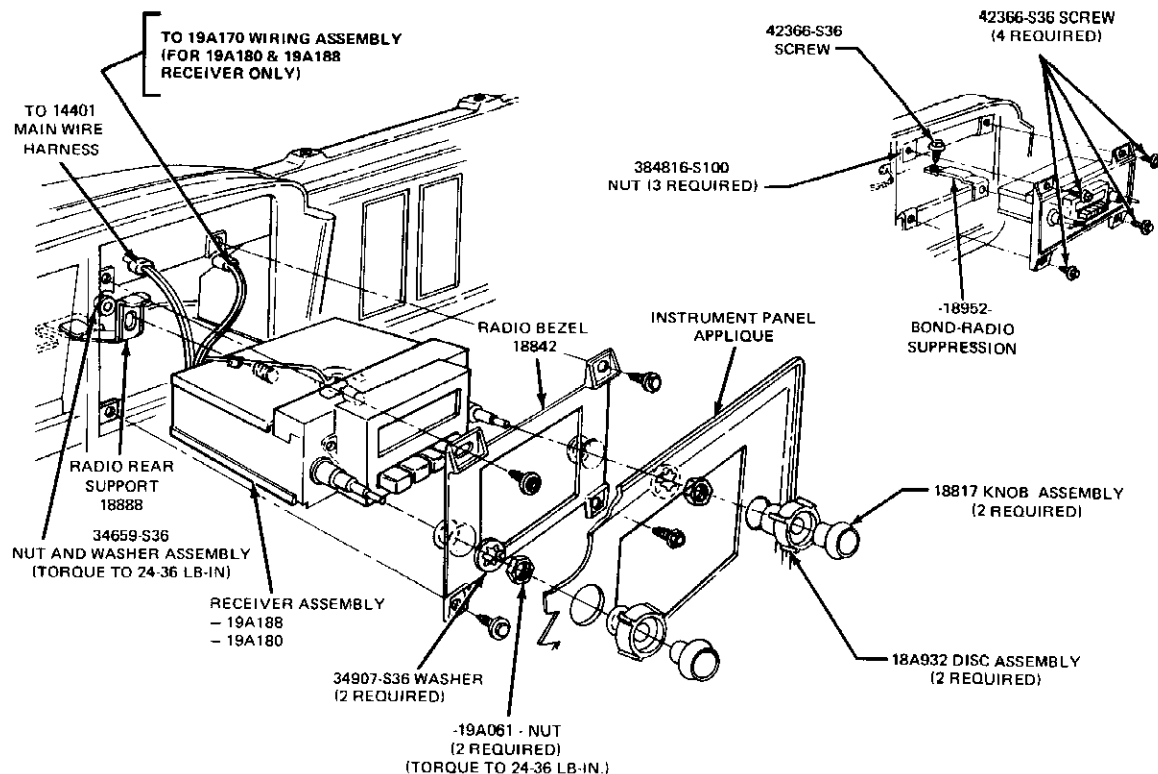
L2082-2^B

Fig. 9 Radio Installation—Granada, Monarch and Versailles

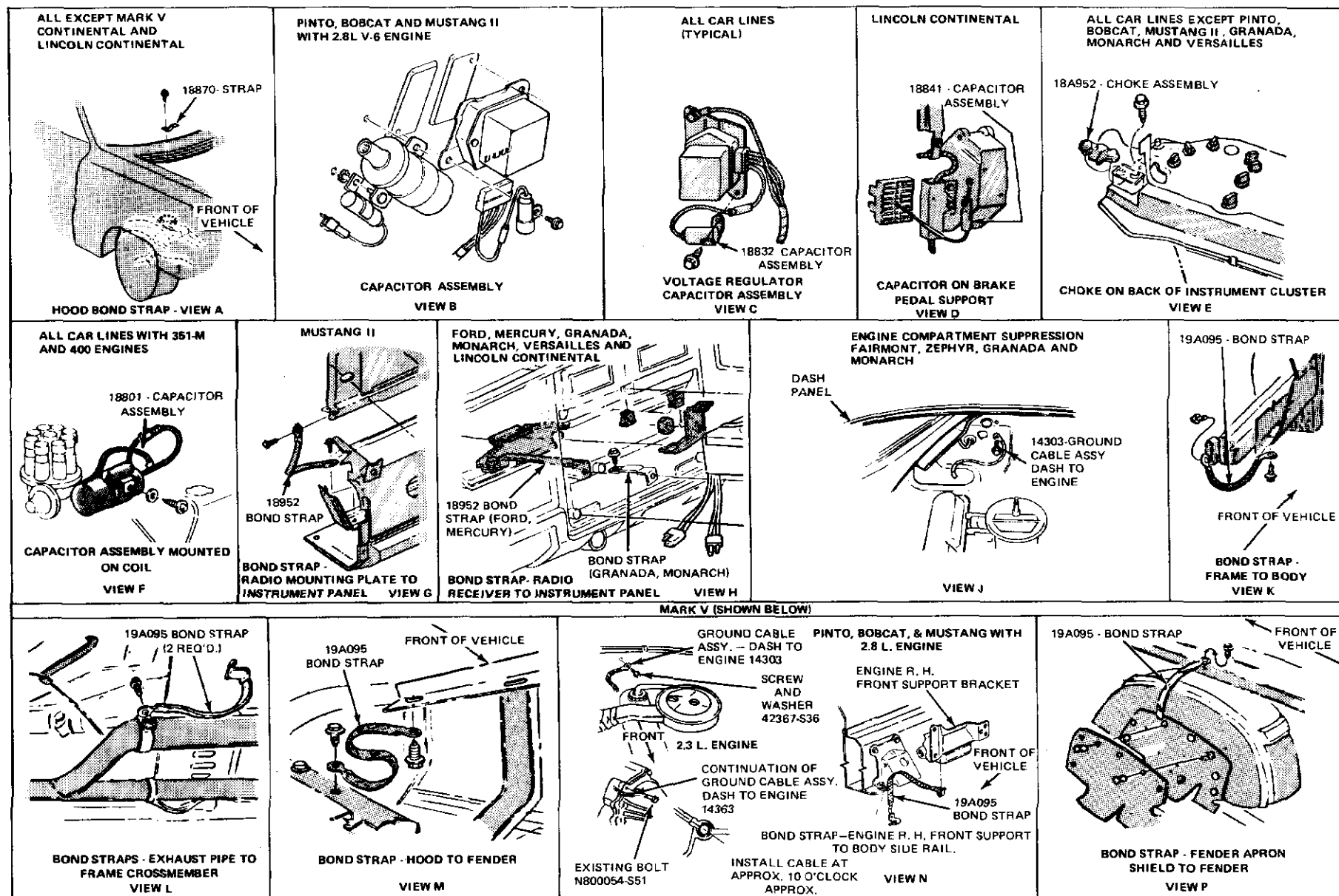


FIG. 10 Radio Interference Suppression

L1405-2G

CLEANING

STEREO TAPE PLAYER HEAD AND CAPSTAN

The playback head and capstan in the tape player may accumulate tape coating residue (oxide) as the tape passes over the head. This accumulation may need to be periodically removed as part of normal maintenance, if it causes weak or wavering sound. This should be done by holding the player door open and

cleaning the playback head with a cotton swab, slightly moistened with alcohol. To clean the capstan, trip the on-off switch at the slot with the eraser end of a pencil and hold the alcohol moistened swab against the rotating capstan. **Excess alcohol on the swab may run down the capstan and damage the bearings. Do not use carbon tetrachloride.**

SPECIFICATIONS

The locations of the radio fuses in the various vehicles fuse panels are shown in Group 34, Part 30.

All torque specifications are shown in the appropriate Figs.

Antennas -- Standard

PART
35-10

Applies to All Models

SUBJECT	PAGE	SUBJECT	PAGE
DIAGNOSIS	10-2	REMOVAL AND INSTALLATION (Cont'd.)	
REMOVAL AND INSTALLATION		Antenna Base	10-8
Antenna	10-6	Antenna Cable	10-8
		Antenna Mast	10-8

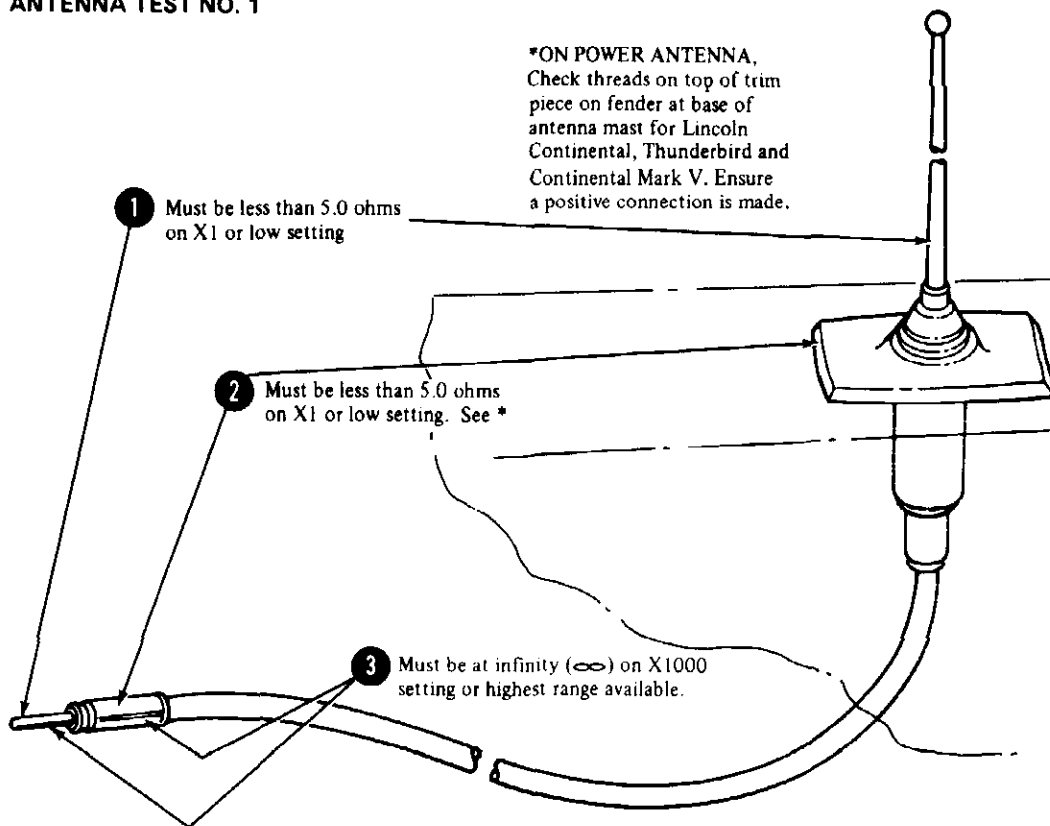
CL2298-2B

DIAGNOSING

RADIO ANTENNA TEST (ALL ANTENNA TYPES)

With antenna installed on vehicle and cable unplugged from radio, perform the following resistance tests with an ohmmeter. Probes must contact antenna at points specified by arrowheads.

ANTENNA TEST NO. 1



RESULTS

If ohmmeter tests are satisfactory — the antenna is good.

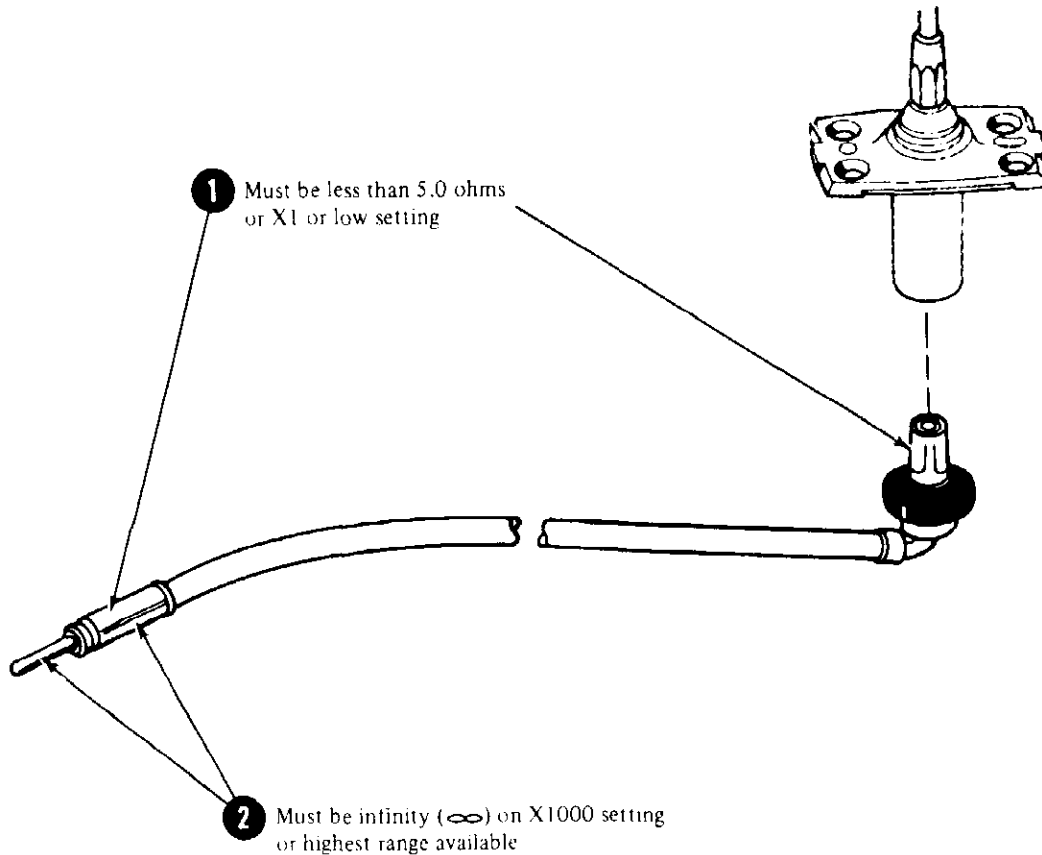
ACTION

If any ohmmeter reading is unsatisfactory take the following action:

- If one piece assembly, replace the complete antenna and cable assembly.
- If detachable cable and mast, perform antenna test No. 2 and 3.
- If power antenna, perform antenna test No. 4.
- If manual antenna with extension cable, perform antenna test No. 4.

TESTING ANTENNA EQUIPPED WITH DETACHABLE CABLE AND MAST.

When results in test No. 1 have been unsatisfactory, disconnect the antenna mast and base from the cable. Refer to Shop Manual for procedures. Perform the following tests:

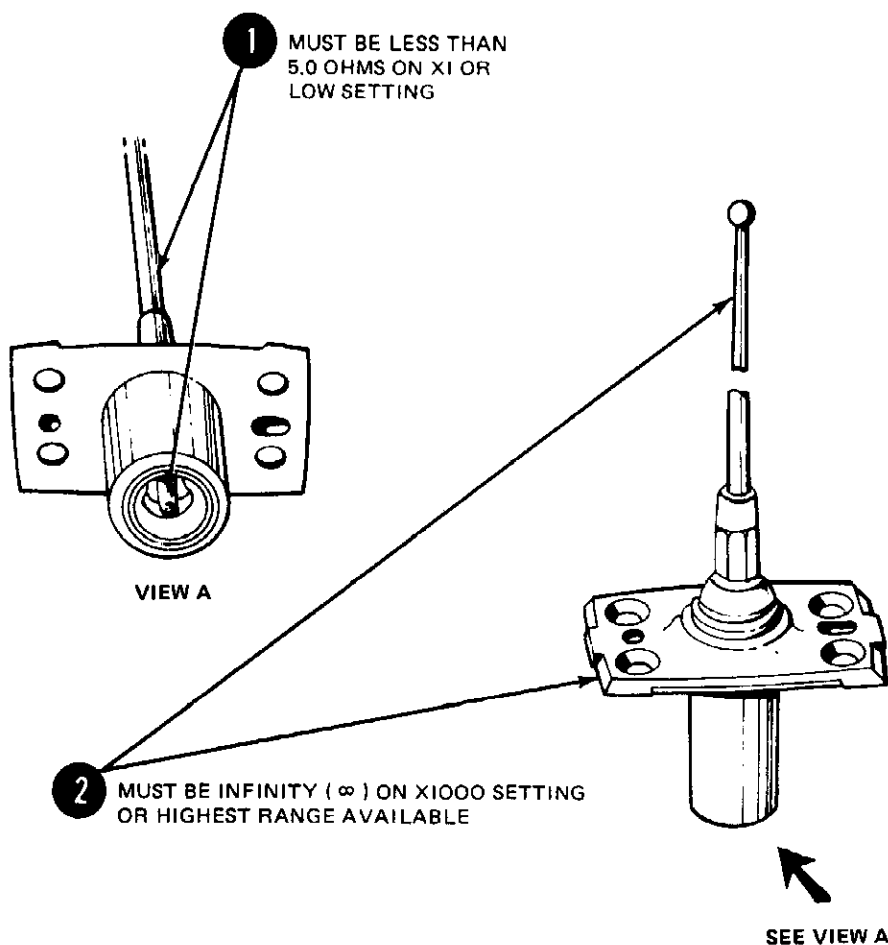
ANTENNA TEST NO. 2**RESULTS**

If ohmmeter readings are satisfactory, the cable is good. Perform Antenna Test No. 3.

ACTION

If either reading is unsatisfactory, replace the cable.

ANTENNA TEST NO. 3

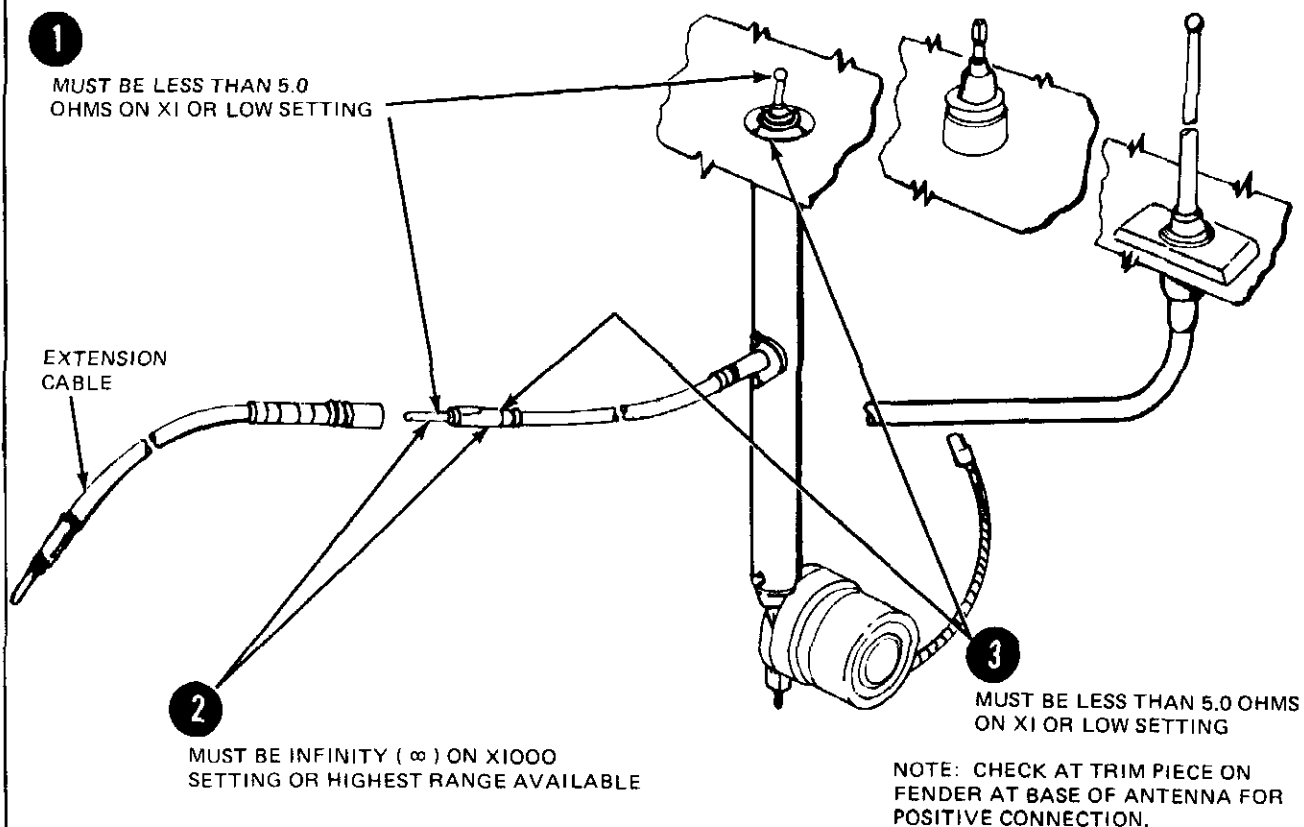
**RESULTS**

IF OHMMETER READINGS ARE SATISFACTORY, ANTENNA MAST AND BASE ARE GOOD, REPLACE CABLE.

ACTION

IF EITHER READING IS UNSATISFACTORY, REPLACE ONLY THE BASE ASSEMBLY. THE MAST SHOULD BE GOOD.

ANTENNA TEST NO. 4

THUNDERBIRD (POWER)
& CONTINENTAL MARK VMERCURY & LINCOLN
CONTINENTALTHUNDERBIRD
(MANUAL) &
GRANADA
MONARCH

RESULTS

IF ANY OHMMETER READING IS UNSATISFACTORY, REPLACE MOTOR AND
TUBE ASSEMBLY OR ANTENNA AND CABLE ASSEMBLY, AS REQUIRED.

ACTION

IF ALL RESULTS ARE SATISFACTORY, MOTOR AND TUBE OR ANTENNA AND
CABLE ASSEMBLY IS GOOD, REPLACE EXTENSION CABLE.

REMOVAL AND INSTALLATION

ANTENNA

MUSTANG

Removal

1. Disconnect the antenna lead-in cable from the connector at the right side of the radio and the two routing clips (Fig. 1).
2. Remove the snap-on cap and four screws retaining the antenna to the fender.
3. Remove the antenna locating clips in the hinge pillar area. Tie a piece of twine to the antenna lead-in cable for use as pull-line during antenna installation.
4. Pull out the grommet and remove the antenna assembly.

Installation

1. Mark the location of the locating clips on the new antenna lead-in cable and transfer the clips and twine to the new antenna.
2. Remove grommet (1" x 2") from the hinge pillar inside of the vehicle.
3. Pull the grommet in place, fasten the locating clips, position the antenna cable to the two retainers and connect the antenna lead-in cable to the radio.
4. Insert the antenna lead-in cable into the fender opening and route the lead-in wire through the hinge pillar area to the inside of the vehicle. Thread antenna cable through grommet (1" x 2") and install grommet (1" x 2") in the hinge pillar.

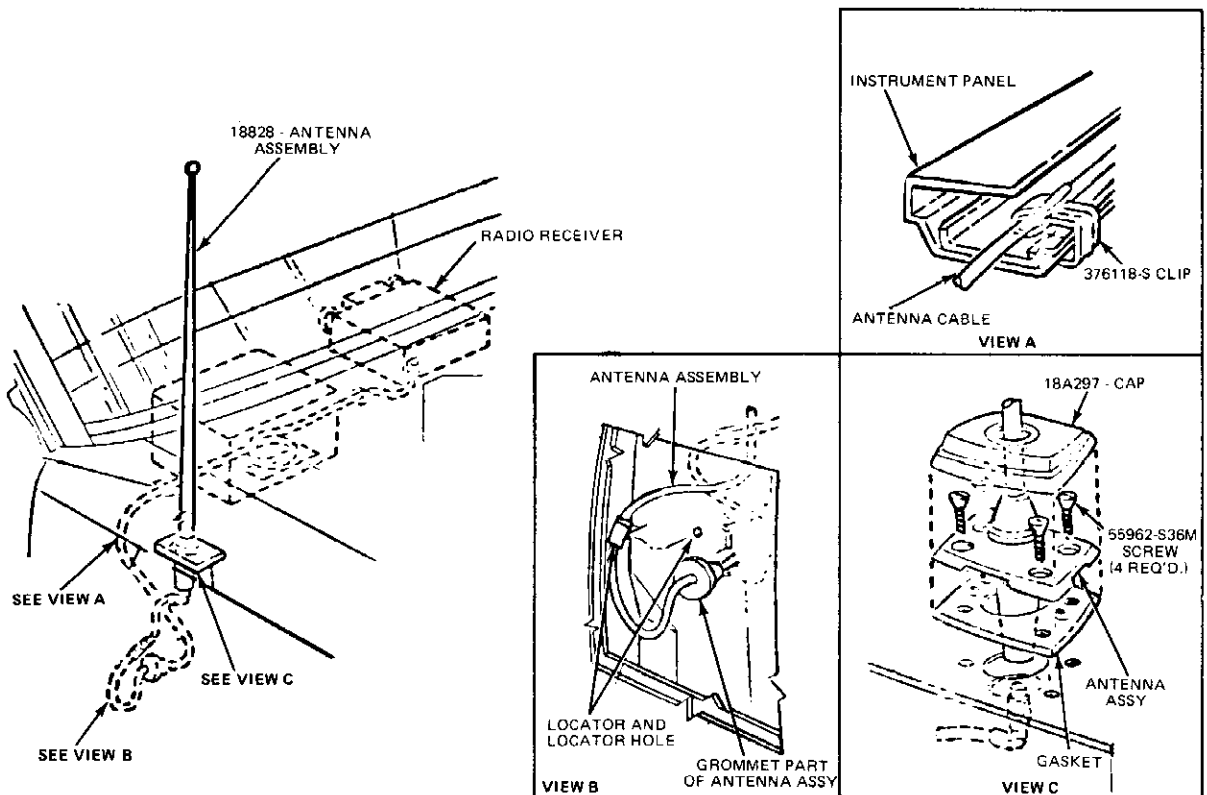
5. Install the antenna-to-fender retaining screws and install the cap.

LTD II, THUNDERBIRD AND COUGAR

1. Disconnect the antenna lead-in cable from the rear of the radio receiver. Tie a string to the end of the antenna lead. Pull the grommet from the seated position and remove the cable from the routing clips (Fig. 2).
2. Remove the antenna cap, four screws and remove the antenna assembly.
3. Tie the string to the new antenna lead.
4. With the front right door OPEN, position the antenna assembly in the fender opening, transfer the locating clips on the antenna and install the antenna.
5. Pull the antenna lead through the opening and route the cable under the glove box. Connect the lead to the radio.

FAIRMONT AND ZEPHYR

1. Disconnect the antenna lead from the side of the radio receiver and remove the clips retaining the lead to the instrument panel (Fig. 3). Tie a string to the end of the antenna lead in cable for use as a pull line during antenna installation.



L1896-2A

FIG. 1 Antenna Installation—Mustang

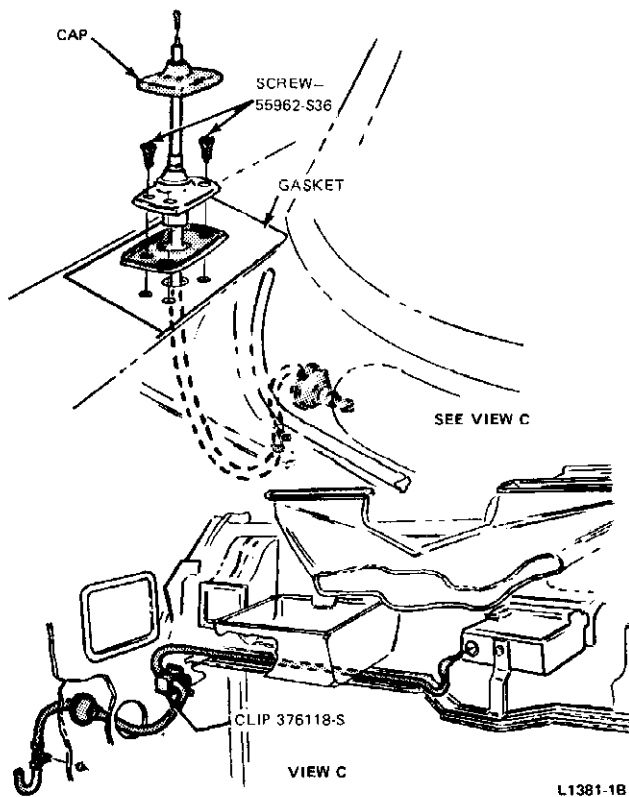


FIG. 2 Antenna Installation—LTD II, Thunderbird and Cougar

2. Remove the antenna cap, four screws, pull the cable through the hole and remove the antenna assembly.
3. Tie the string to the new antenna lead.

4. Position the antenna assembly in the fender opening, put the gasket in position on the antenna and install the antenna base to the fender (Fig. 3).
5. Using the string, pull the antenna lead through the opening, install the retaining clips and connect the lead to the radio.

PINTO AND BOBCAT

Removal

1. Disconnect the antenna connector at the rear of the radio (Fig. 4) and remove the clips retaining the cable to the instrument panel.
2. Remove the snap-on cap and four screws retaining the antenna to the fender, and remove the antenna assembly (Fig. 4).
3. Tie the string to the new antenna lead.
4. Position the antenna assembly in the opening, transfer the locating clips on the antenna and install the antenna.
5. Pull the antenna lead through the opening and route the lead under the glove box and connect the lead to the radio.

GRANADA AND MONARCH

Removal and Installation

1. On cars with air conditioning, remove 3 screws attaching sight shield to lower right-hand reinforcement of instrument panel and remove shield.
2. Remove radio from instrument panel using instructions described under Radio—Removal and Installation, Part 35-01.

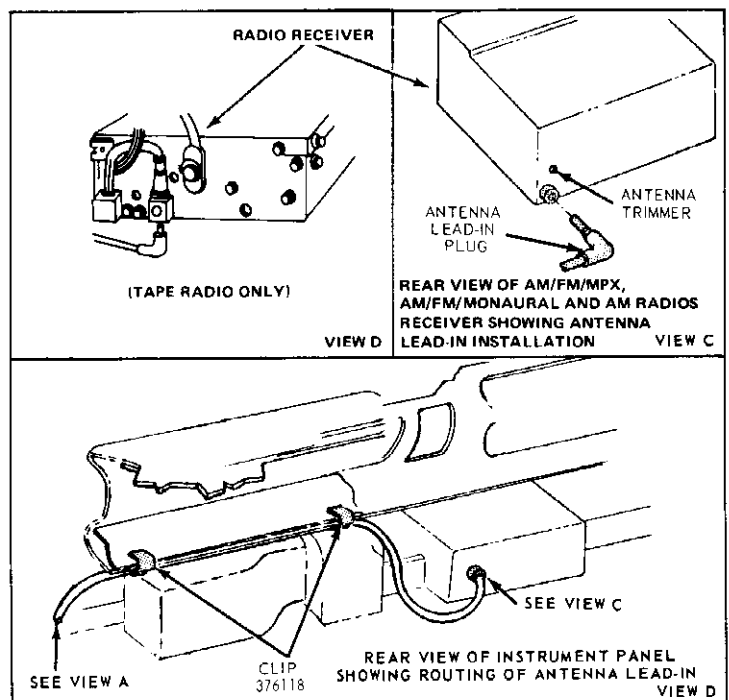
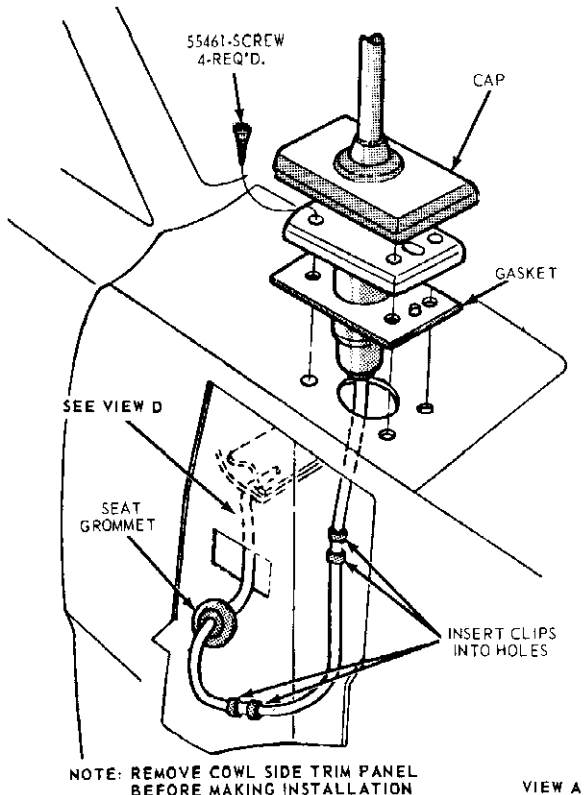


FIG. 3 Antenna Installation—Fairmont and Zephyr

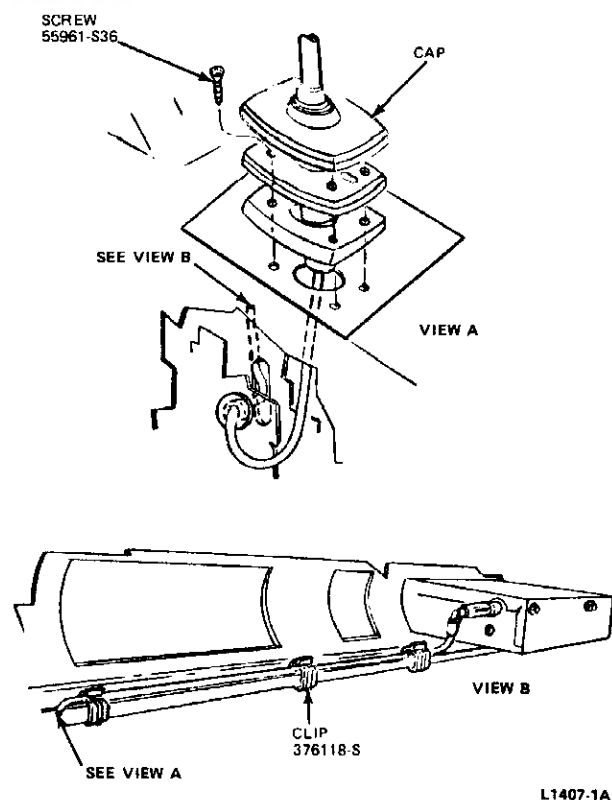


FIG. 4 Antenna Installation—Pinto and Bobcat

3. Disconnect antenna extension cable from radio and tie a piece of twine to the cable.
4. Disconnect antenna assembly from extension cable connector and remove extension cable locator from hole in lower instrument panel reinforcement. Pull extension cable from under the instrument panel leaving the twine in place under the instrument panel.
5. Tie antenna end of the twine to radio connector end of the new antenna extension cable. From the radio opening in the instrument panel, pull the twine far enough to connect extension cable to the radio. Remove twine and connect cable to radio (Fig. 5).
6. Install radio in instrument panel according to instructions described under Radio—Removal and Installation, Part 35-01.
7. Install extension cable locator into lower instrument panel reinforcement and connect cable to antenna lead.
8. On all cars with air conditioning, attach sight shield to lower right-hand of instrument panel reinforcement with three screws.

ANTENNA MAST

FORD AND MERCURY

The antenna mast, base and cable are detachable (Fig. 6).

ANTENNA BASE

FORD AND MERCURY

Removal

1. Remove the snap cap from the antenna (Fig. 6).
2. Remove the base attaching screws.
3. Pull (**do not pry**) the antenna up through the fender far enough to reach the antenna lead.
4. Then, twist and pull (**do not pry**) the antenna lead from the base.

Installation

1. Position the gasket to the base assembly.
2. Insert the antenna lead securely into the antenna base and install the attaching screws (base to fender).
3. Install the cap to the antenna base (snap on).
4. Remove the shipping plug and install the antenna mast into the base.

ANTENNA CABLE

FORD AND MERCURY

Removal

1. Remove the instrument panel pad assembly, see Part 45-61.
2. Remove the antenna base as outlined above and disconnect the antenna cable from the base assembly.
3. Disconnect the antenna lead from the radio and the clip on the instrument panel (Ford only).
4. Remove the plastic leaf catcher and pull the cable and grommet through the retainer wall (Fig. 6).
5. Remove the right side windshield wiper stop.
6. Disengage the antenna retaining and locator clips and remove the antenna.

Installation

1. Route the cable through the retainer wall and seat the grommet. Pull the antenna cable from inside the vehicle to seat the grommet to the wall.
2. Pass the cable through the clip on the instrument panel (Ford), and connect the lead to the radio.
3. Route the cable and connect the locator clip(s) to the cowl and fender.
4. Install the right side windshield wiper stop. Make sure the notch is positioned to clear the antenna cable.
5. Install the plastic leaf catcher.
6. Route the antenna cable through the fender hole and install the cable as outlined under Antenna Base, Removal and Installation, this Part.

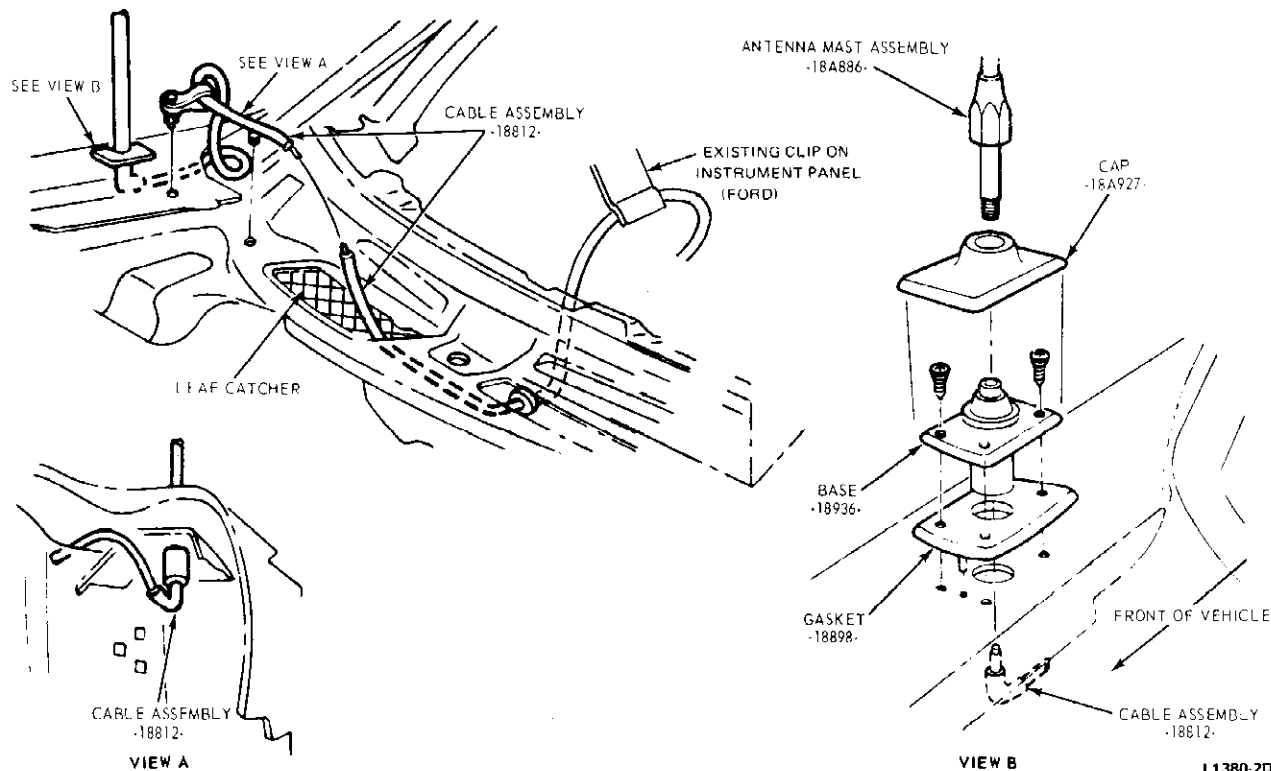


FIG. 6 Antenna Installation—Ford and Mercury

Antennas -- Power

**PART
35-21**

Applies to Continental Mark V, Lincoln Continental, Mercury and Versailles

SUBJECT	PAGE	SUBJECT	PAGE
REMOVAL AND INSTALLATION		REMOVAL AND INSTALLATION (Cont'd.)	
Antenna	21-1	Antenna Switch	21-1
			CL2299-2B

REMOVAL AND INSTALLATION

For diagnosis, refer to Part 35-10.

ANTENNA

CONTINENTAL MARK V

Removal and Installation

1. From under the instrument panel, disconnect the antenna lead from the extension cable (near the right cowl trim panel) and push the cable grommet through the dash panel. Disconnect the antenna motor wires at the connector.
2. Remove the lower bracket attaching screws (Fig. 1).

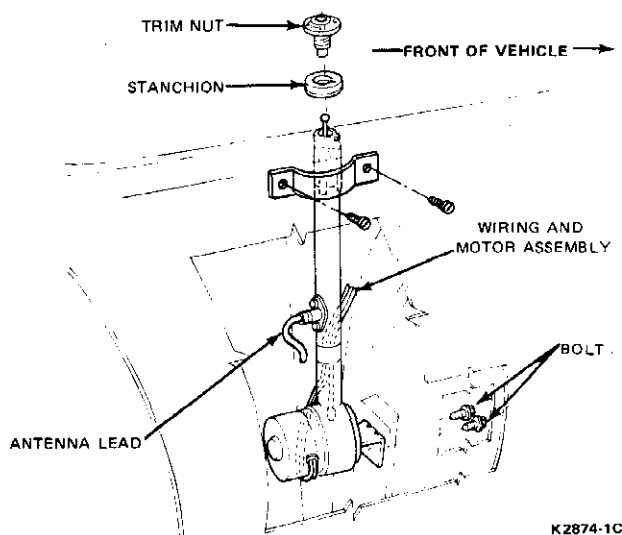


FIG. 1 Power Antenna Installation—Continental Mark V

3. Remove the top two attaching screws.
4. Position the antenna and tighten two screws to 24-36 in-oz. Make sure top of antenna is centered and within black insulator.
5. Install the lower bracket attaching screws and tighten to 40-70 in-lbs.
6. Pull grommet on antenna lead into the dash panel sheet metal hole and connect the lead to the extension cable. Tape the cable to the bottom of the blower housing. Connect the antenna motor wires at the connector.

7. Check the operation of the antenna and radio.

LINCOLN CONTINENTAL, MERCURY AND VERSAILLES

Removal

1. Lower the antenna and remove the luggage compartment left trim panel (Figs. 2 and 3).
2. Disconnect the lead-in cable from the antenna.
3. Disconnect the antenna motor wires at the connectors.
4. Remove the trim nut from the antenna.
5. Remove the screw from the antenna mounting bracket located at the bottom of the motor.
6. Remove the antenna assembly from the vehicle.

Installation

1. Clean the underside of the rear fender to assure a good ground when the antenna is installed.
2. Install the collar on the antenna assembly and wrap (two and one-half) turns of sealer around antenna tube, on top of the antenna collar before positioning antenna. (Lincoln Continental only.)
3. Position the antenna to the fender and install the gasket, spacer and trim nut.
4. Tighten the top nut to specification.
5. Install the antenna bracket and tighten the screw.
6. Connect the antenna lead-in cable and motor wires at the connector.
7. Tighten the bracket screw to specification and check the operation of the antenna and radio.
8. Install the luggage compartment trim panel.

ANTENNA SWITCH

CONTINENTAL MARK V AND VERSAILLES

Remove the switch attaching screw (Fig. 4) for Continental Mark V. See Fig. 5 for Versailles. Lower the switch and wire assembly, disconnect the wire at the connector and remove the switch. To install, connect the wire assembly at the connector, position the switch and install the retaining screw.

MERCURY AND LINCOLN CONTINENTAL

Removal

1. Remove knob assembly from antenna switch.

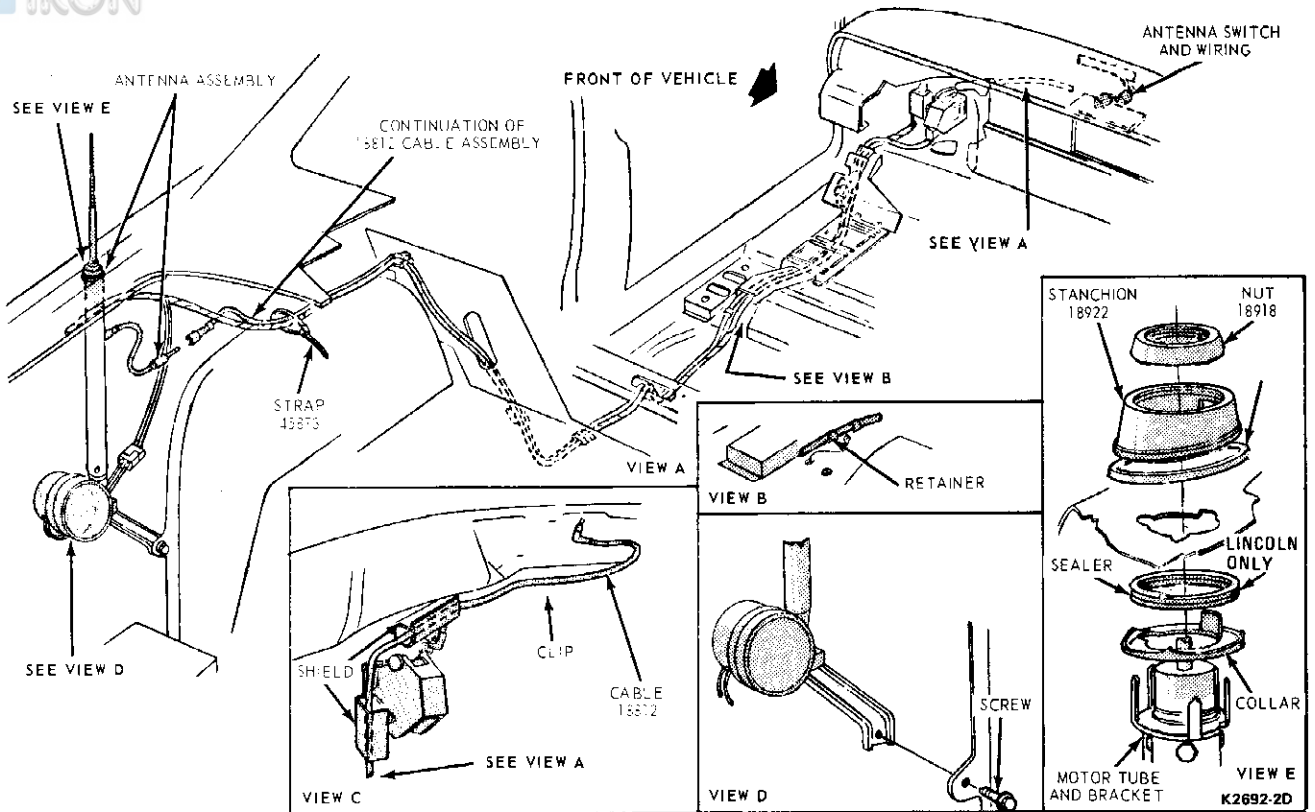


FIG. 2 Power Antenna Installation—Lincoln Continental and Mercury

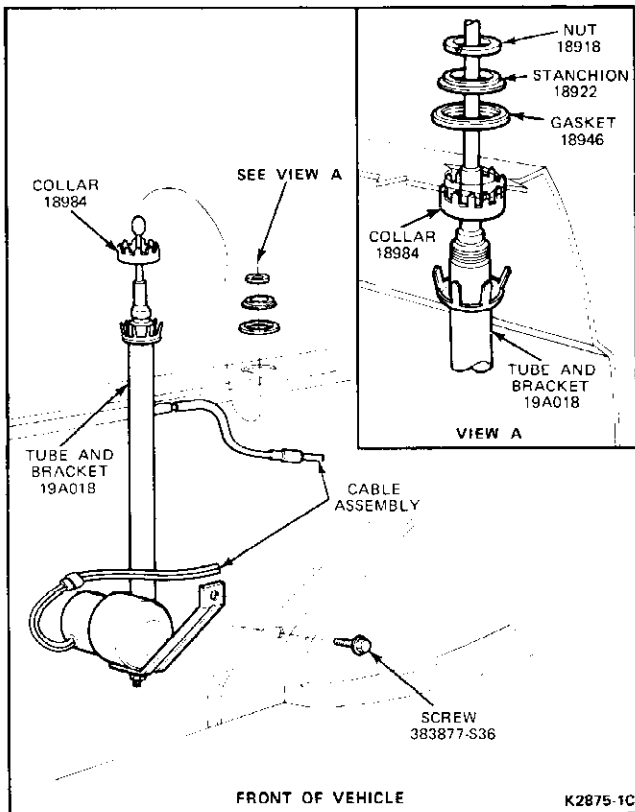


FIG. 3 Power Antenna Installation—Versailles

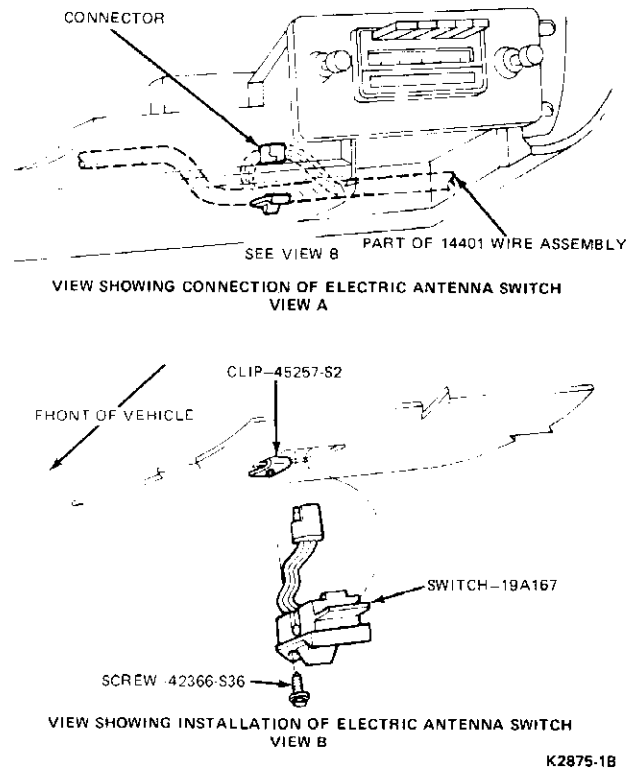


FIG. 4 Antenna Switch Installation—Continental Mark V

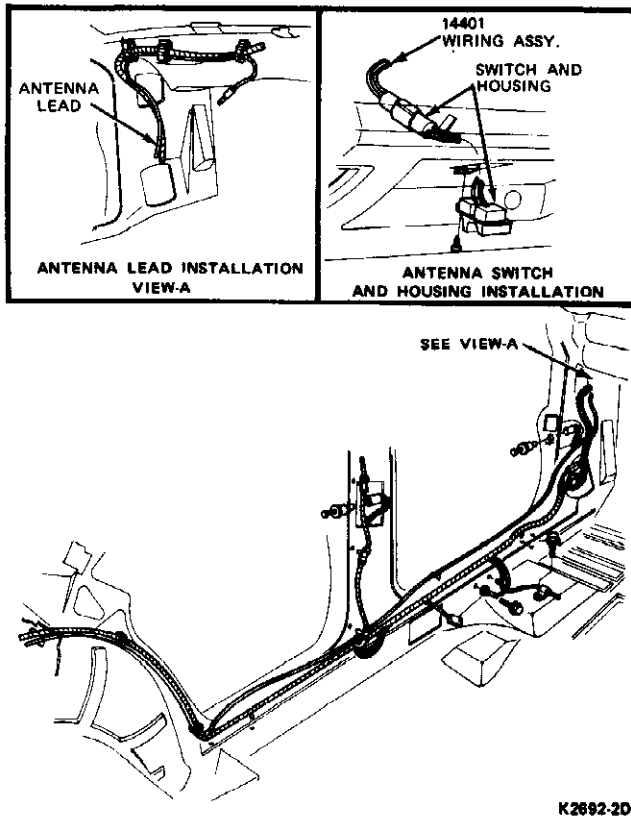


FIG. 5 Antenna Switch Installation—Versailles

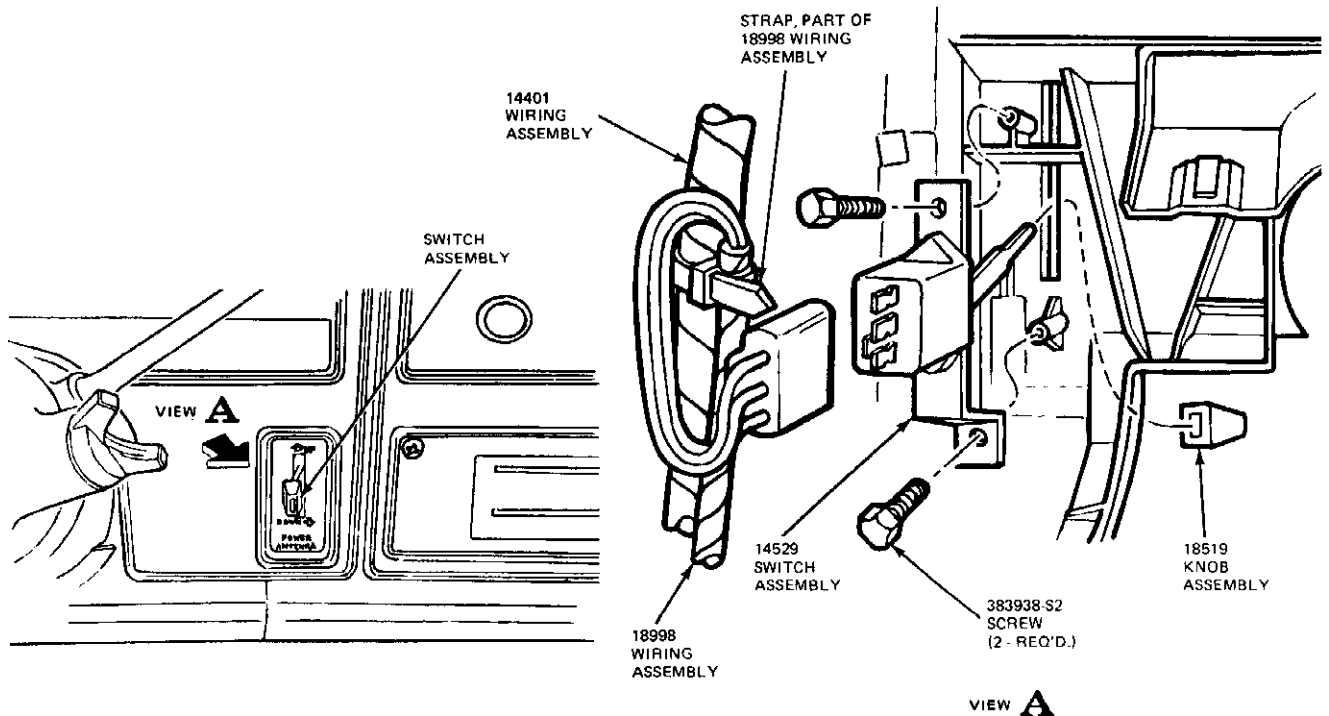


FIG. 6 Antenna Switch Installation—Mercury

2. Remove two screws that attach the center applique to the instrument panel and remove.
3. Disconnect the switch wires at the connector (Fig. 6).
4. Remove two screws that attach the switch to the instrument panel and remove the switch.

Installation

1. Install switch and attach to instrument panel with two screws.
2. Connect switch wires.
3. Install center applique and attach with 2 screws.
4. Install knob assembly on antenna switch.

Speakers

**PART
35-30**

Applies to All Models

SUBJECT	PAGE	SUBJECT	PAGE
DESCRIPTION	30-1	REMOVAL AND INSTALLATION (Cont'd.)	
REMOVAL AND INSTALLATION		Front Speaker/Instrument Panel	30-1
Door and Cowl Speakers	30-3	Rear Seat Speakers	30-3

CL2300-2B

DESCRIPTION

The radio speakers used in all vehicles have 3.2 ohms impedance. The new speakers are not interchangeable with the 8 ohm speakers used in past models.

REMOVAL AND INSTALLATION

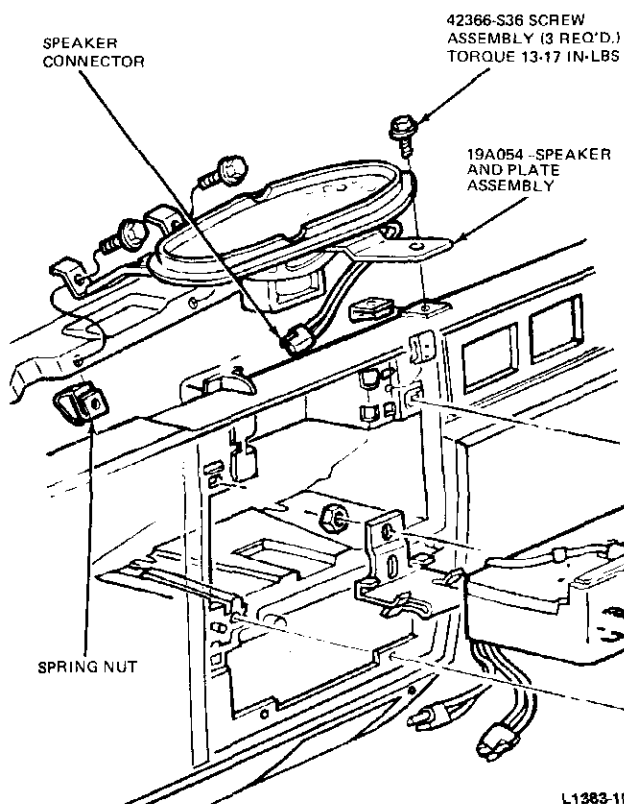
FRONT SPEAKER—INSTRUMENT PANEL

LTD II, Cougar, Ford, Thunderbird, Mercury and Ranchero

1. Remove the instrument panel pad as outlined in Group 45.
2. Remove the speaker and plate assembly retaining screws, disconnect the speaker lead at the connector and remove the speaker and plate assembly. Refer to Fig. 1 for Ford and Mercury and Fig. 2 for LTD II, Thunderbird, Cougar and Ranchero.
3. Remove the speaker to plate retaining nuts and remove the speaker from the plate.
4. To install, position the speaker to the plate and install the retaining nuts.
5. Connect the speaker lead to the radio.
6. Position the speaker and plate assembly and install the retaining screws. Torque screws to specification.
7. Check the speaker operation. Install the instrument panel pad as outlined in Group 45.

Fairmont and Zephyr

1. Remove the ash tray from the instrument panel. See Part 35-40.
2. Remove the glove box assembly.
3. For air conditioned cars only, remove the right hand air conditioning duct (Group 36).
4. Disconnect the radio-to-speaker connector and remove the tape.
5. Remove the two nuts attaching the speaker to the speaker plate and lower the speaker through the glove box opening. The nut attaching the left side of the speaker to the plate can be removed through the ash tray opening.
6. Install the speaker through the glove box opening and on to the speaker mounting plate screws (Fig. 3).



L1383-1D

FIG. 1 Front Speaker Installation—Ford and Mercury

7. Install the speaker attaching nuts and torque to specifications.
8. Attach the speaker lead to the radio connector and tape the leads to the top of the radio.
9. Check speaker for operation.
10. Install the air conditioner right hand duct if removed. Install the glove box assembly and ash tray in the instrument panel.

MUSTANG II

1. Remove the instrument panel pad as outlined in Group 45.
2. Remove the speaker and plate assembly retaining screws, disconnect the speaker lead and remove the speaker and plate assembly.
3. Remove the speaker-to-plate retaining screws and remove the speaker from the plate (Fig. 4).
4. To install, position the speaker to the plate and install the retaining screws.

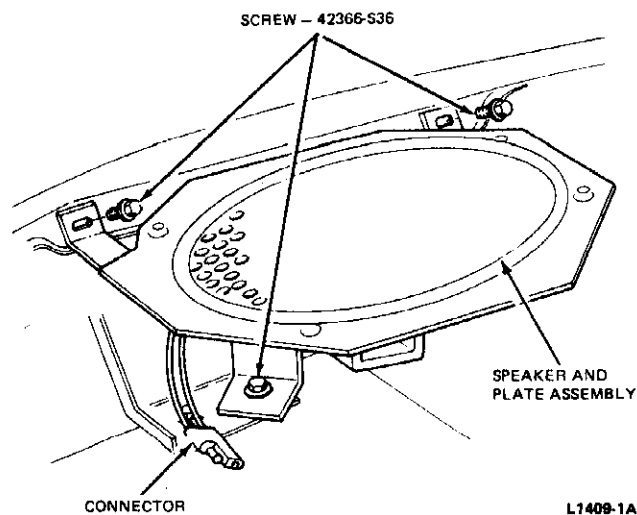


FIG. 2 Front Speaker Installation—Cougar, LTD II, Thunderbird and Ranchero

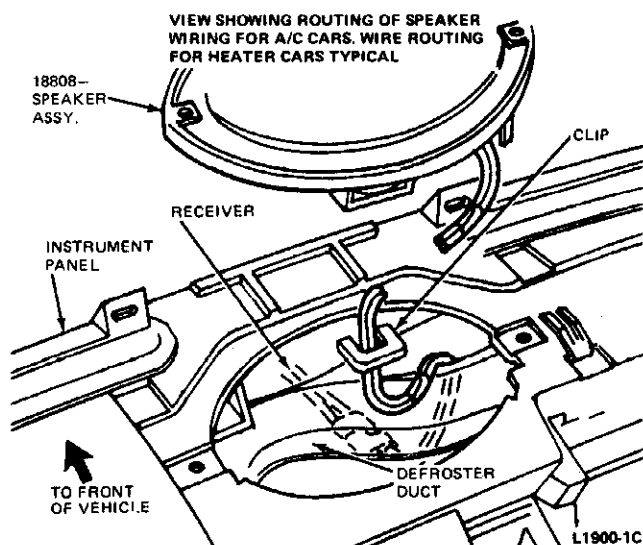


FIG. 3 Front Speaker Installation—Fairmont and Zephyr

5. Connect the speaker lead to the radio.
6. Position the speaker and plate assembly and install the retaining screws. Torque screws to specification.
7. Check the speaker operation. Install the instrument panel pad as outlined in Group 45.

Pinto and Bobcat

1. Remove the screws retaining the heater control and pull the control rearward. On vehicles equipped with air conditioning, pull the air conditioning register rearward and remove. Remove the console (if so equipped).
2. Remove four screws retaining the radio-to-instrument panel and one screw at the rear support bracket. Pull the radio rearward in the vehicle. (Fig. 5).
3. Working through the heater control and/or air conditioning control and the radio opening, (air conditioned vehicles) remove the duct extension, then disconnect the speaker lead. Remove the two speaker retaining screws and remove the speaker through the radio opening.
4. Position the speaker and install the two retaining screws and torque to specification. On air conditioned vehicles install the air conditioning duct extension.

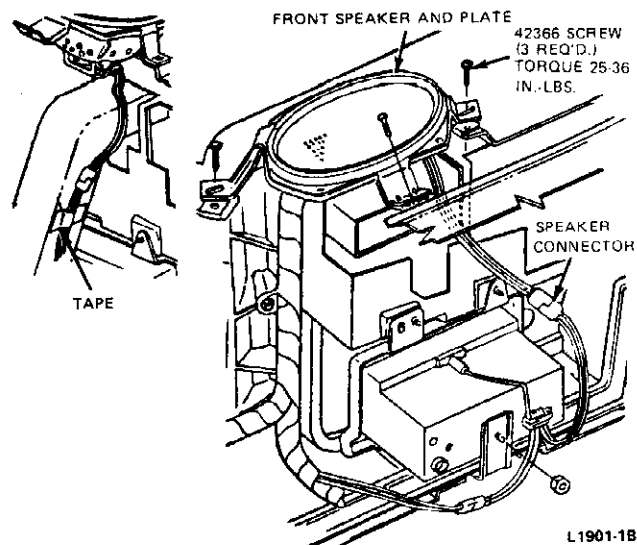


FIG. 4 Front Speaker Installation—Mustang II

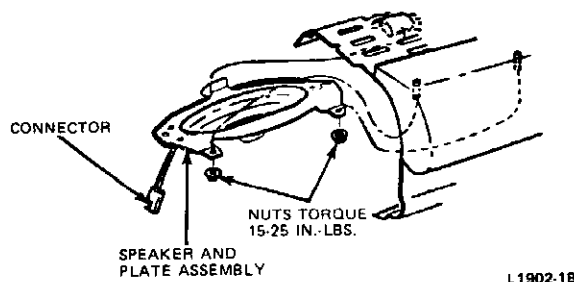


FIG. 5 Front Speaker Installation—Pinto and Bobcat

5. Position the radio, connect the speaker and install the four screws at the instrument panel and one rear bracket screw and torque to specification. Check speaker operation.
6. Position the heater control and/or air conditioning register and install the retaining screws.
7. Replace the console assembly (if removed).

Granada and Monarch

Removal

1. Remove the instrument panel pad as outlined in Part 45-61.
2. Remove the instrument panel upper finish panel.
3. Remove the three (3) screws attaching the speaker to the speaker mounting plate and lift the speaker from the plate. Disconnect the radio and speaker connector.
4. Remove the speaker (Fig. 6).

Installation

1. Route the speaker lead through the opening in the speaker mounting plate and connect it to the radio lead.
2. Install the speaker to the mounting plate with three (3) screws.
3. Check the speaker for operation.
4. Install the instrument panel upper finish panel and pad as shown in Part 45-61.

SPEAKERS—DOOR/COWL

All Passenger Cars

1. Remove the door trim panel as outlined in Group 45. Refer to the applicable Figures shown in 7, 8, 9, 10 and 11 for speaker installation. Remove the four speaker retaining screws.
2. Remove the screws attaching the speaker grille to the door. (Pinto and Bobcat only).
3. Disconnect the speaker lead and remove the speaker.

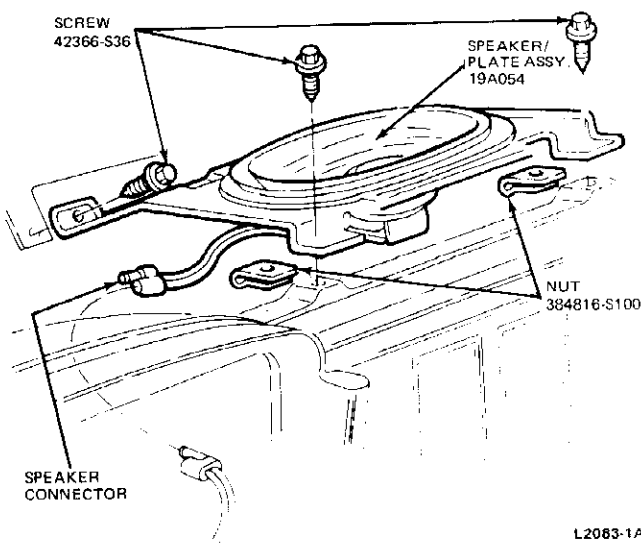


FIG. 6 Front Speaker Installation—Granada and Monarch

4. To install, connect the speaker lead, position the speaker to the door and/or cowl side panel and install the retaining screws.
5. Push the locator clip into the hole in the door inner panel and check the speaker operation. Position speaker grille on door panel and install the attaching screws (Pinto and Bobcat only). Torque to specifications.
6. Install the door and/or cowl trim panel as outlined in Group 45.

REAR SEAT SPEAKERS

All Sedans Except Pinto, Bobcat and Mustang II

1. Remove the spare tire and jack assembly from the luggage compartment of Ford, Mercury, Continental Mark V, and Lincoln Continental vehicles.

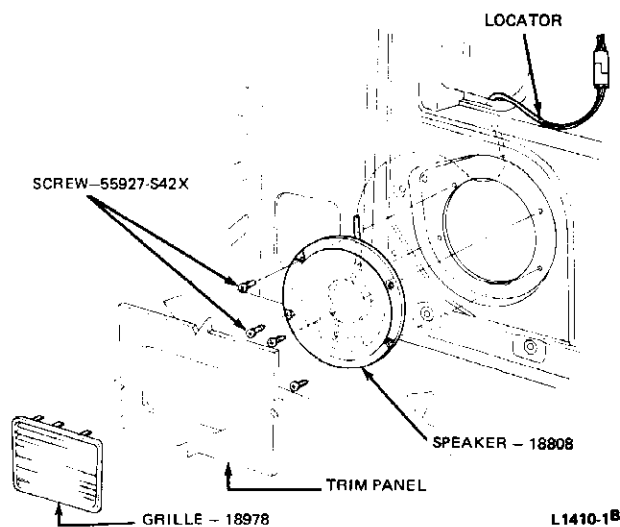


FIG. 7 Door Speaker Installation—All Cars except Pinto, Bobcat, Mustang II, Fairmont, Zephyr and Lincoln Continental

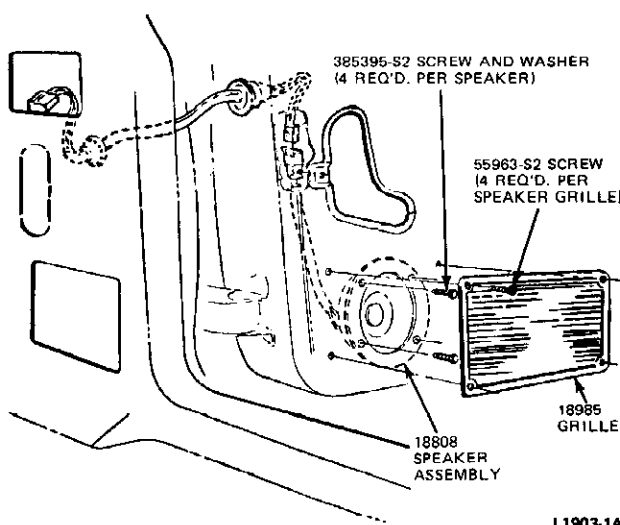


FIG. 8 Door Speaker Installation—Pinto and Bobcat

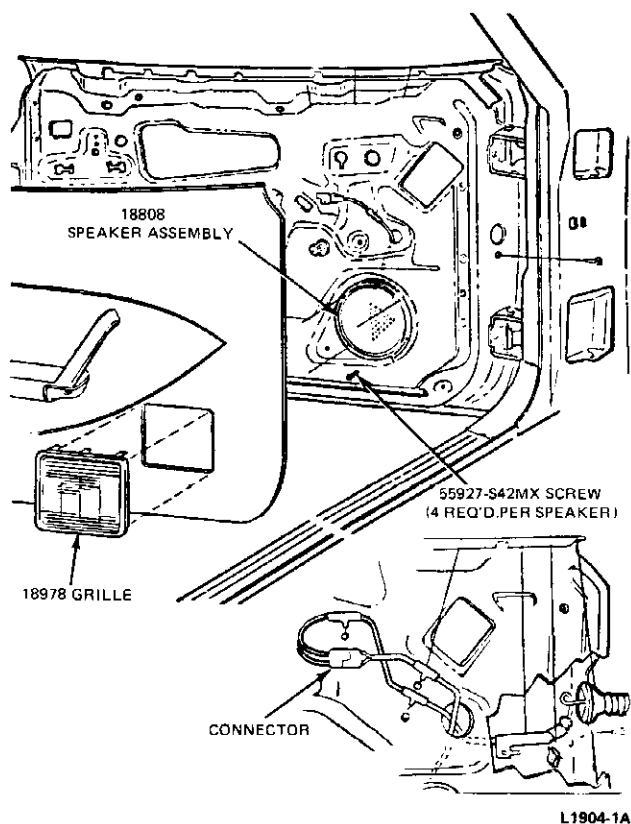


FIG. 9 Door Speaker Installation—Mustang II

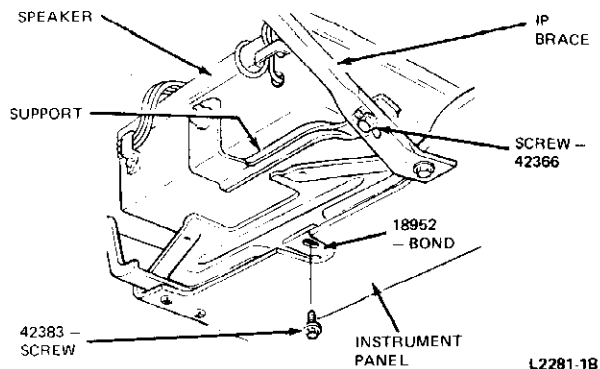


FIG. 10 Cowl Speaker Installation—Fairmont and Zephyr

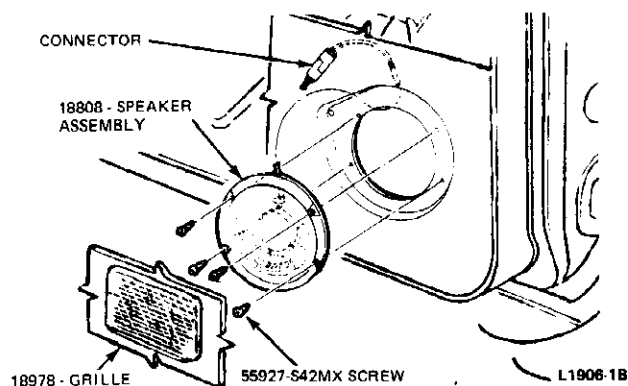


FIG. 11 Door Speaker Installation—Lincoln Continental

2. From within the luggage compartment, disconnect the speaker lead from the radio wire harness.
3. Remove the speaker cover and the speaker attaching nuts and speaker from the underside of the package tray (Fig. 12).

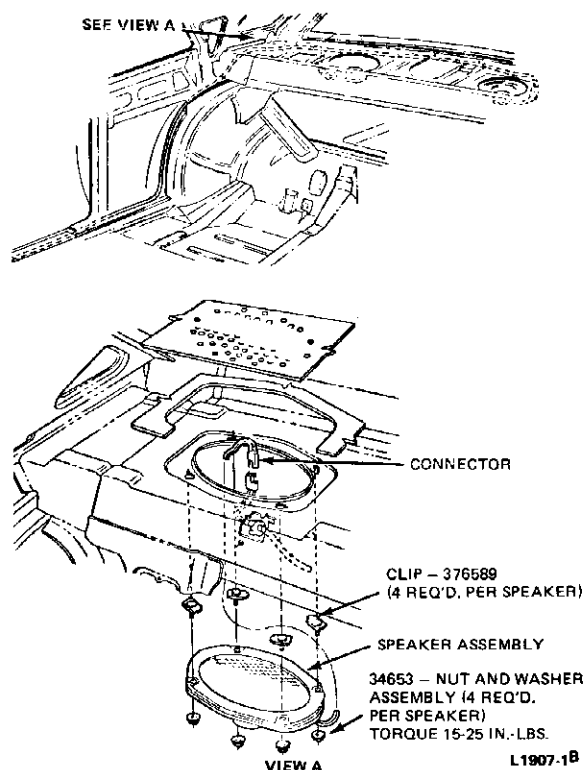


FIG. 12 Typical Sedan—Rear Seat Speaker Package Tray Installation—All Sedans Except Pinto, Bobcat and Mustang II

4. To install, position the speaker to the underside of the package tray and install attaching nuts. Torque nuts to specification. Install the speaker cover.
5. Connect speaker lead and check speaker for proper operation.
6. Install the spare tire and jack assembly in the luggage compartment (if removed).

Ford, Mercury, Fairmont and Zephyr—Station Wagons

1. Remove the screws attaching the speaker and grille assembly to the quarter trim panel.
2. Lift the speaker and grille assembly from the trim panel and disconnect the speaker connector lead (Fig. 13).
3. Remove the nuts attaching the speaker to the grille assembly and remove the speaker from the grille.
4. To install, position the speaker on the grille assembly and install the attaching nuts. Torque nuts to specification.
5. Connect the speaker connector lead and check the speaker operation.
6. Insert the speaker into the trim panel opening and install the attaching screws through the grille. Torque screws to specifications.

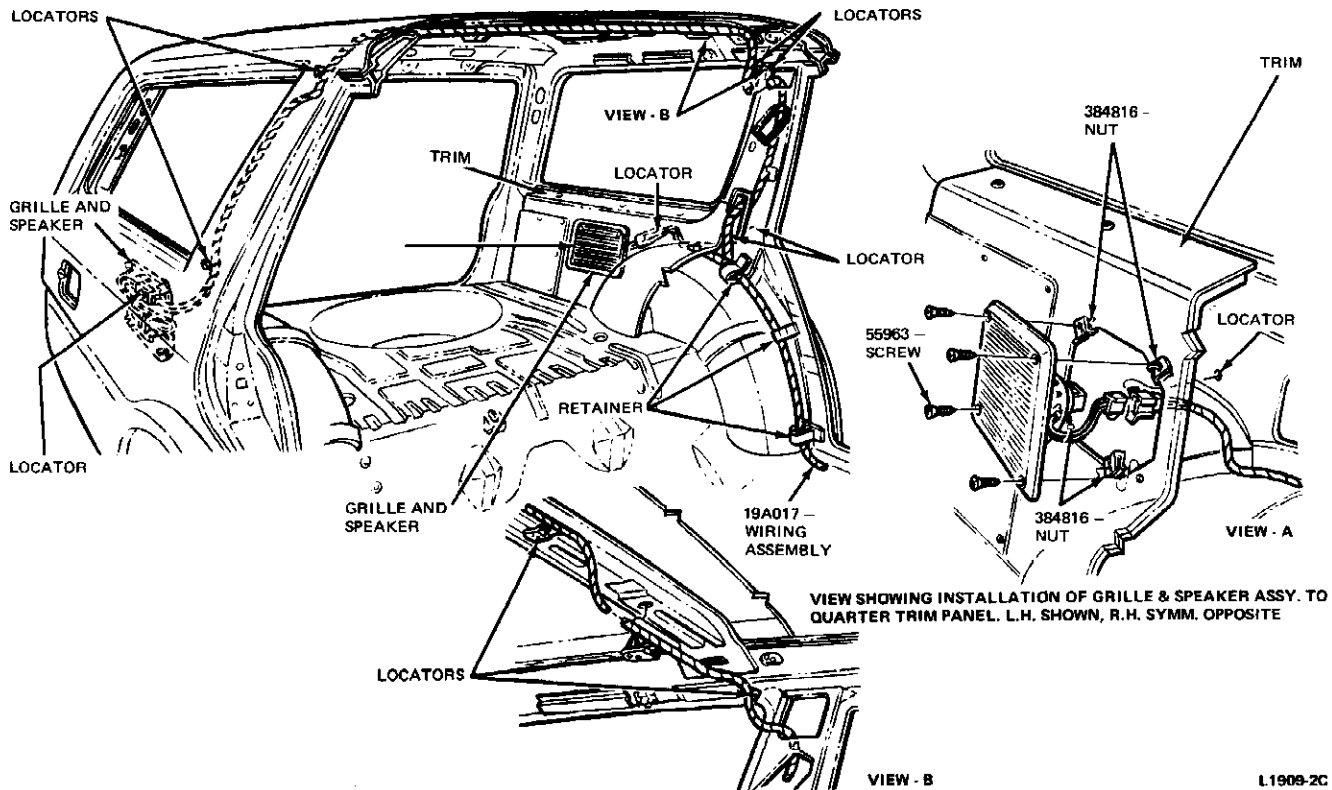


FIG. 13 Rear Speakers—Ford, Mercury, Fairmont and Zephyr—Station Wagons

Ash Receptacles and Cigar Lighter

PART
35-40

Applies to All Models

SUBJECT	PAGE	SUBJECT	PAGE
REMOVAL AND INSTALLATION		REMOVAL AND INSTALLATION (Cont'd.)	
Ash Receptacles	40-1	Cigar Lighter — Instrument Panel	40-1
Cigar Lighter — Arm Rest	40-1		

CL2301-2B

REMOVAL AND INSTALLATION

ASH RECEPTACLES

Ash receptacle retainer assemblies, in the instrument panel, may be serviced by first disengaging the box assembly and then removing the retainer mounting screws.

CIGAR LIGHTER—INSTRUMENT PANEL

ALL VEHICLES EXCEPT FAIRMONT, ZEPHYR, LINCOLN CONTINENTAL, THUNDERBIRD AND CONTINENTAL MARK V

1. Disconnect the battery ground cable, and remove the lighter element.
2. From under the instrument panel, disconnect the lighter wire, remove the socket retainer and the socket.

FAIRMONT AND ZEPHYR

1. Disconnect the battery ground cable.
2. Remove the ash receptacle assembly, and disconnect the lighter wire.
3. Remove the element, remove the retainer and the socket.

LINCOLN CONTINENTAL

1. Disconnect the battery ground cable.
2. Remove the glove box.
3. Open the ash receptacle.
4. Through the glove box opening, disconnect the cigar lighter wire assembly from the main wiring assembly, remove the socket retainer, and remove the socket.

THUNDERBIRD AND CONTINENTAL MARK V

Remove the cluster trim cover as outlined in Part 33-50. Disconnect the lighter wire, remove the socket retainer and remove the socket.

CIGAR LIGHTER—ARM REST

Lincoln Continental, Continental Mark V and Mercury

Disconnect the negative battery cable from the battery. Remove one housing retaining screw (Fig. 1). Lift housing up to gain access to the lighter leads. Disconnect the lead from the lighter. Remove the lighter socket retainer and remove the socket.

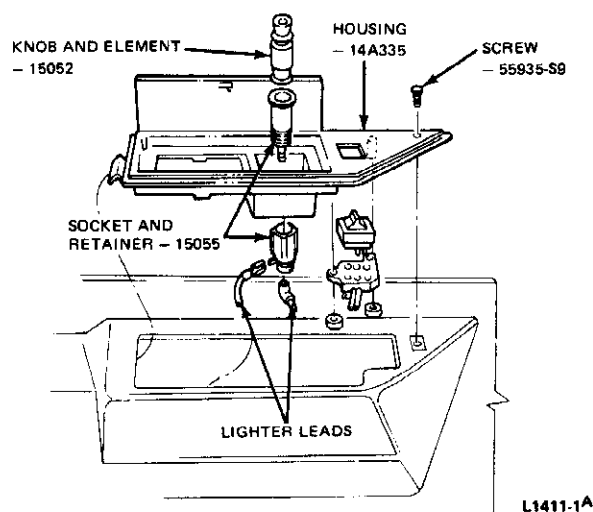


FIG. 1 Arm Rest Ash Receptacle Installation—Typical

Mirrors—Inside and Outside

PART
35-50

Applies to All Models

SUBJECT	PAGE	SUBJECT	PAGE
REMOVAL AND INSTALLATION		CLEANING	50-8
Inside Rear View Mirror	50-1	DESCRIPTION	
Outside Rear View Mirror	50-2	Heated Rear View Mirror	50-8
Remote Control Rear View Mirror L.H.	50-2		
Remote Control Rear View Mirror R.H.	50-2		

CL2302-B

REMOVAL AND INSTALLATION

INSIDE REAR VIEW MIRROR

Removal (Spring Type)

1. Depress the small spring which is visible through a slot between the windshield mounting bracket and the mirror bracket located at the bottom center.
2. Simultaneously slide mirror assembly upward and away from the windshield mounting bracket. Do not remove spring.
3. If the bracket vinyl pad remains on the windshield, apply low heat from an electric heat gun until the vinyl softens. Then, peel the vinyl off the windshield and discard.

Removal (Set Screw Type)

1. Loosen the mirror assembly-to-mounting bracket set screw (Fig. 1).

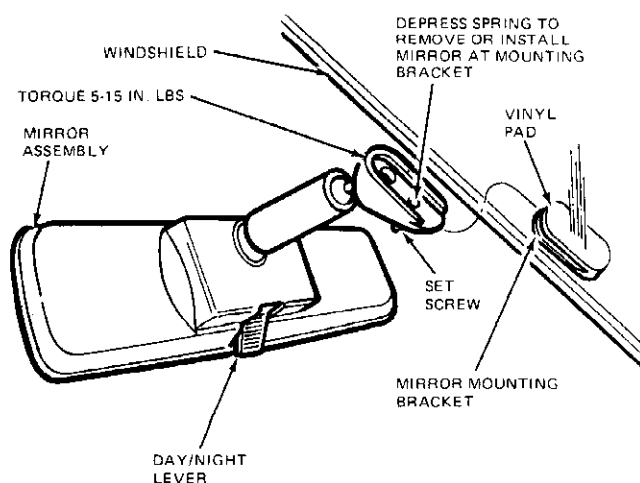


FIG. 1 Inside Rear View Mirror Installation

2. Remove the mirror assembly by sliding upward and away from the mounting bracket.

3. If the bracket vinyl pad remains on the windshield, apply low heat from an electric heat gun until the vinyl softens. Then, peel the vinyl off the windshield and discard.

Installation (Set Screw and Spring Type)

1. Locate and mark the mirror mounting bracket location on the outside surface of the windshield with a wax pencil.
2. Thoroughly clean the inside of the windshield with mild abrasive cleaning powder and a clean cloth saturated in alcohol. Then, use a paper towel and remove all cleaner from the windshield.
3. Roughen the bonding surface of the mounting bracket with fine grit sandpaper. Then, wipe the surface clean with a paper towel soaked in alcohol.
4. Spray on a generous amount of Minute Bond Accelerator or equivalent to the bonding surface of the mounting bracket. Allow the bonding material to dry for five minutes. Do not touch the mounting surface.
5. Spray on a thin film of Accelerator or equivalent to the mounting surface of the windshield. Allow the bonding material to dry for one minute.
6. Apply three drops of Minute Bond or equivalent to the mounting surface of the bracket.
7. Quickly position the mounting bracket on the windshield. The 3/8 inch circular depression in the bracket must be toward the bottom edge. Press and hold the bracket firmly against the windshield for about one minute.
8. Allow the bond to set for five minutes. Then, remove any excess bonding material from the windshield with an alcohol dampened rag.
9. Attach the mirror to the mounting bracket and tighten the set screw to 10 in. lbs. torque (set screw type).
10. Attach the mirror to the mounting bracket by depressing spring (spring-type).

OUTSIDE REAR VIEW MIRROR

The conventional outside rear view mirror is mounted on the left door. To remove the mirror, remove the attaching screws and lift off the mirror and gasket.

REMOTE CONTROL REAR VIEW MIRROR—L.H.

Removal

1. Remove the bezel nut from the remote control actuator.

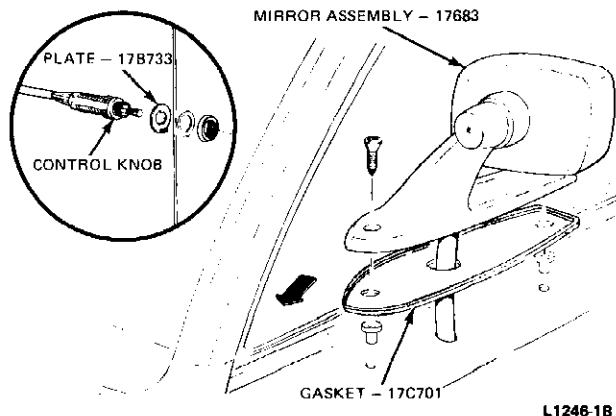


FIG. 2 L.H. Remote Control Mirror Installation—LTD II, Cougar, Lincoln Continental, Mustang, Pinto and Bobcat

2. Remove the door trim panel mirror plate and then remove the mirror cable attaching clips.
3. Remove the mirror attaching screw(s) and remove the mirror and control cable from the door.

Installation

1. Position the mirror to the door and install the attaching screw(s) (Figs. 2, 3 and 4).
2. Install the mirror cable attaching clips, route the cable inside the door, attach the mirror plate and bezel nut and install the door trim panel.
3. Install the bezel nut and check the operation of the mirror and operate the window up and down to insure that the mirror cables do not interfere with the window mechanism.

REMOTE CONTROL REAR VIEW MIRROR—R.H.

Removal

NOTE: On Monarch and Granada models equipped with anti-theft devices, it is necessary to remove the right hand cowl trim panel for servicing the right-hand mirror.

1. Remove the bezel and/or nut from the remote control actuator (Figs. 4, 5, 6, 7, 8 and 9).
2. Remove the cable retainer and/or retaining clips from the instrument panel assembly.
3. Remove the door trim panel, as outlined in Group 45; remove the cable-to-door retaining clip and unseat the retaining grommets.

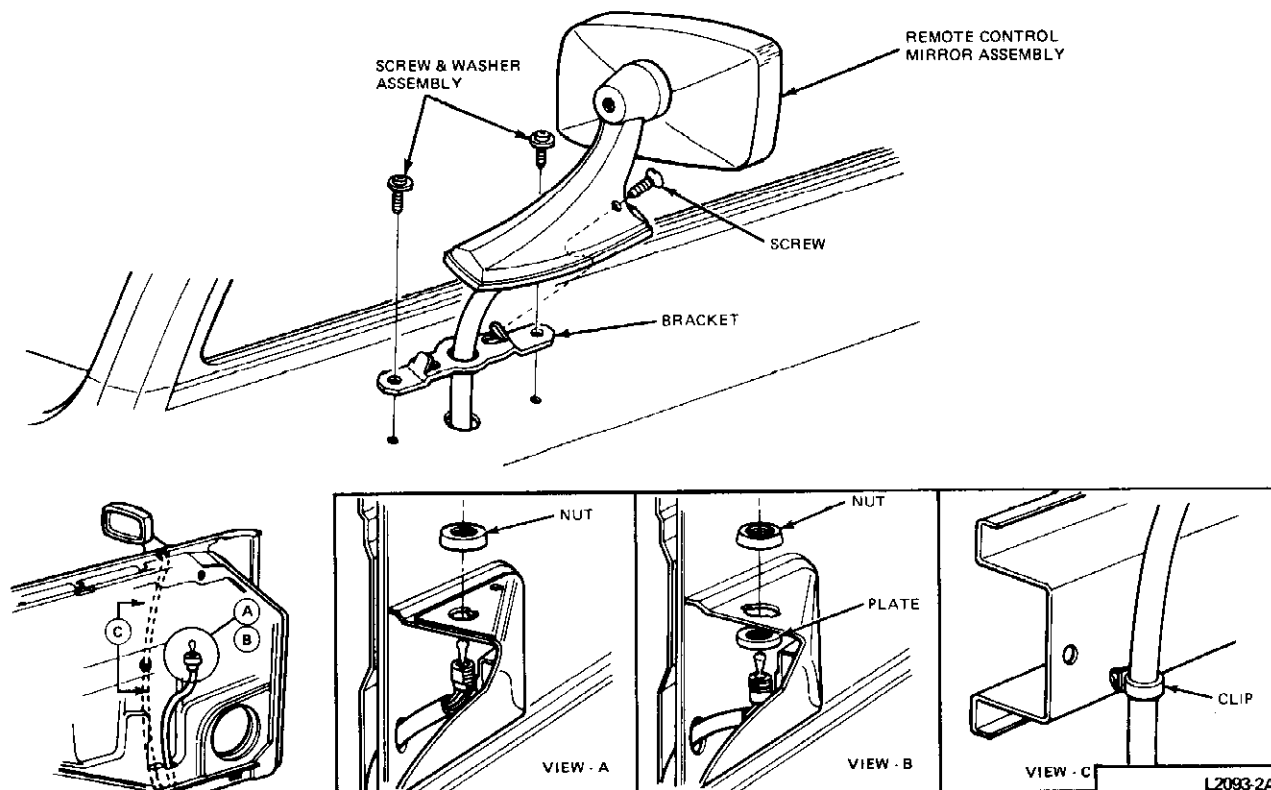


FIG. 3 L.H. Remote Control Mirror Installation—Ford and Mercury

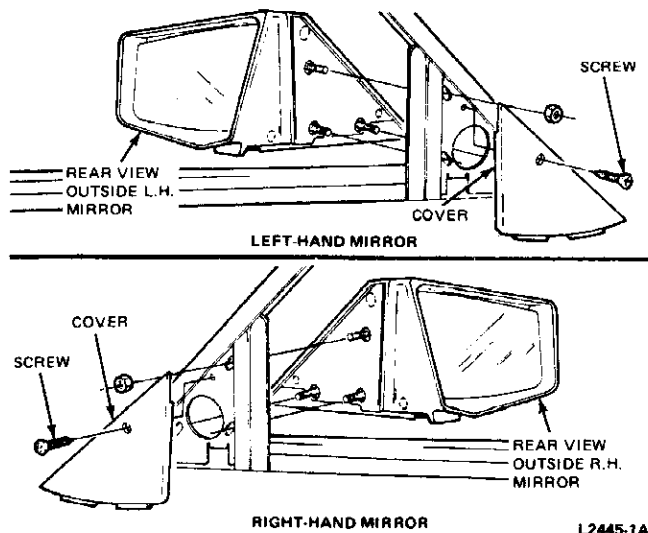


FIG. 4 L.H. and R.H. Remote Control Mirror Installation—Fairmont and Zephyr

4. Remove the mirror attaching screw(s) and carefully remove the mirror and cable assembly from the door.

Installation

1. Carefully route the mirror cable and actuator assembly through the door, front pillar post and install the mirror attaching screw(s).
2. Install the mirror cable-to-door retaining clip and seat the grommets into position (Figs. 3, 4, 5, 6, 7, 8 and 9).
3. Position the cable and actuator to the instrument panel and install the retaining clips and/or retainer. Then, install the actuator bezel and/or nut.
4. Check the mirror operation and operate the window up and down to insure that the mirror cables do not interfere with the window mechanism. Install the door trim panel.

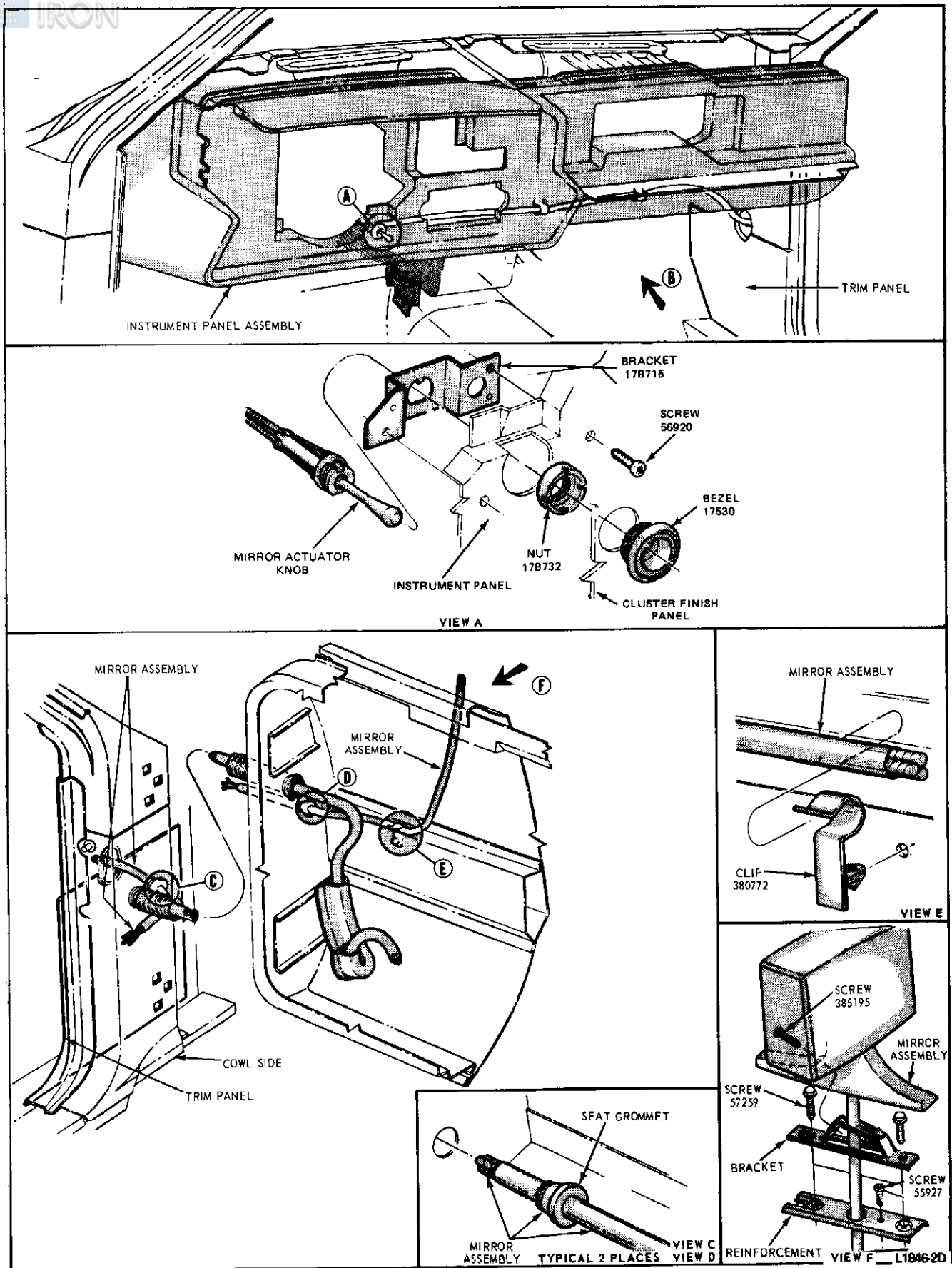


FIG. 5 R.H. Remote Control Mirror Installation—Lincoln Continental and Continental Mark V

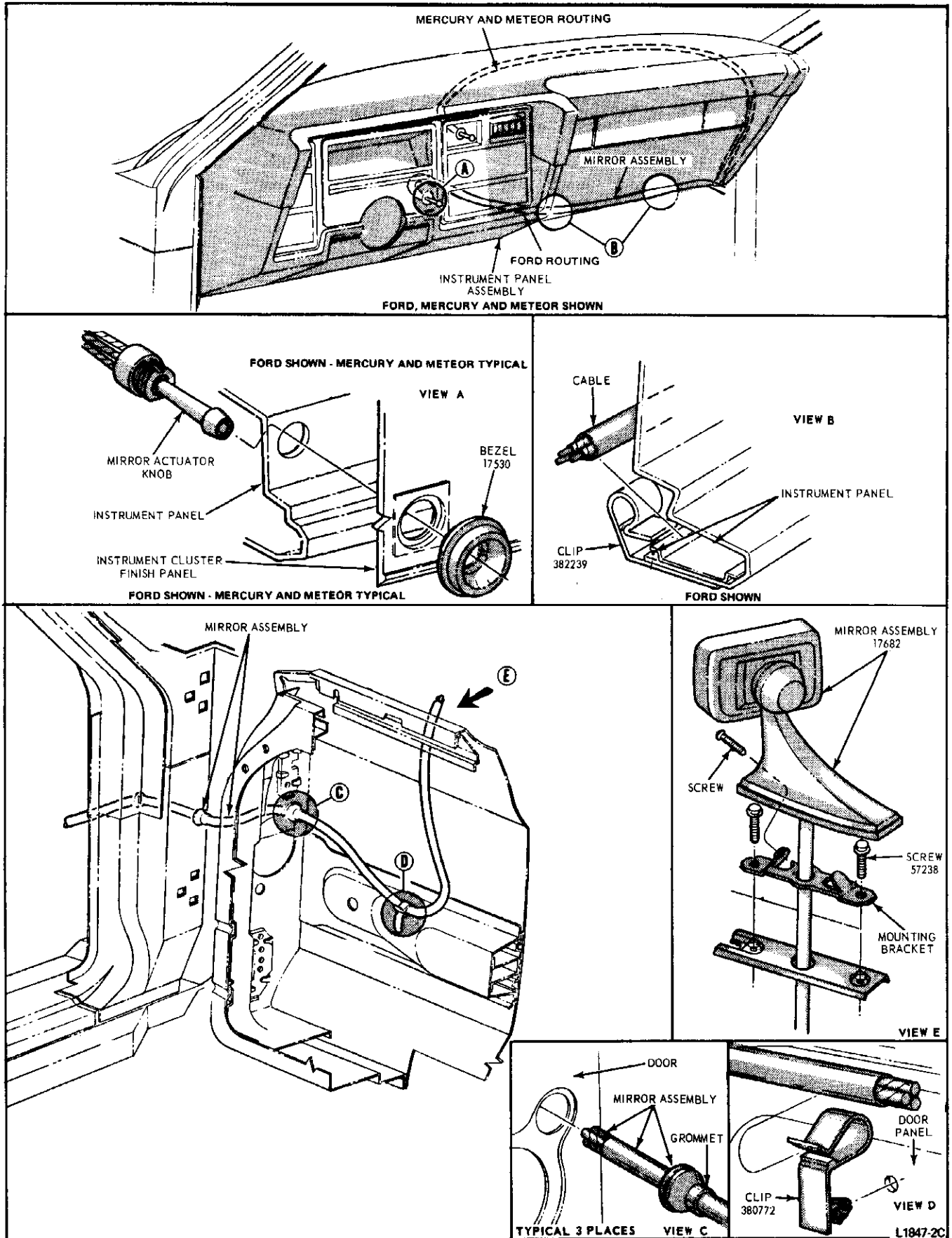


FIG. 6 R.H. Remote Control Mirror Installation—Ford, Mercury and Meteor

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