

## FORD MOTOR CO. ELECTRIC

**Granada, Monarch  
Torino, Montego, Elite, Cougar  
Ford, Mercury, Lincoln Continental  
Continental Mark IV, Thunderbird**

## DESCRIPTION

Power door lock systems use switches controlled by front door lock push buttons (Granada, Monarch, Torino, Montego, Elite, and Cougar), or rocker type switches located in arm rests (all other models). Relays are used on all four door models except Ford, Mercury, and Lincoln. The relay directs current to rear door lock actuator motor.

## REMOVAL &amp; INSTALLATION

ELECTRIC DOOR  
LOCK ACTUATOR

**All Models** — Remove door trim panel and watershield. Disconnect actuator motor link from door latch. Remove screws or drill out pop rivets attaching actuator motor to door, and disconnect wiring at connector. Remove actuator motor. To install, reverse removal procedure.

DOOR LOCK  
CONTROL SWITCH

**Granada, Monarch, Torino, Montego, Elite & Cougar** — Power door lock switch is an integral part of door lock push button rod. To remove switch, remove door trim panel and watershield. Switch must be detached from door latch or bellcrank before disconnecting or connecting wiring connector. Disengage push button rod from latch. To disconnect wiring connector, apply pressure under tab with small screwdriver then pry up on locking tab. Remove switch. To install, reverse removal procedure.

**All Other Models** — Remove control panel from arm rest. Release connector attaching nuts and remove switch from control panel. To install, reverse removal procedure.

TAILGATE LOCK  
ACTUATOR

**All Station Wagons** — Remove tailgate trim panel and watershield. Remove two screws or drill out the two pop rivets retaining the lock actuator to tailgate inner panel. Disconnect lock actuator rod from latch, disconnect wiring, and remove actuator. To install, reverse removal procedure.

## TESTING

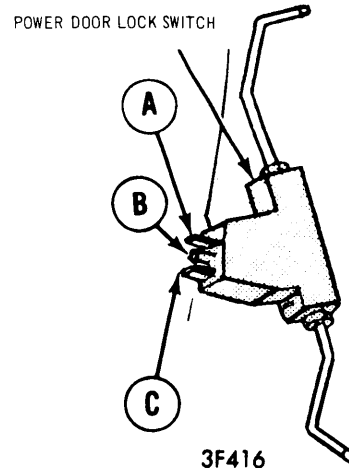
## MOTOR TESTS

Apply 12 volts to one terminal of the motor's (actuator) connector and ground the other terminal. The motor gear should finish its travel in less than one second. Using an ammeter the motor current draw should not exceed 6 Amps.

## SWITCH TESTS

**Granada, Monarch, Torino, Montego, Elite & Cougar** — Using a self powered test light, there should be no continuity between any terminals on switch, when switch is in normal

position. Continuity should exist between terminals "A" and "B" with switch held in one position and between "B" and "C" with switch held in other position.

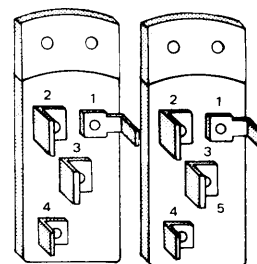


## TESTING LOCK SWITCH

**All Other Models** — Procedure for testing the power door lock switch is the same for a single power window switch. See *Ford Electric Window Controls in ACCESSORIES & EQUIPMENT Section*.

## RELAY TESTS

**Granada, Monarch, Torino, Montego, Elite & Cougar** — Remove both connectors to perform relay tests. Relay is located on brake pedal support bracket. Verify that terminal "1" on each relay is grounded; if not grounded, check relay case-to-ground bolts for tightness. If relay ground bolts are tight and terminals "1" of each relay still do not ground, replace relay. Apply power to terminals "2" and "4" on each relay, and connect a 12 volt test light between terminals "1" and "2" and ground (no longer than two minutes). Test light should come on; if not, replace relay.

4F001  
TESTING RELAY

**All Other Models** — There is no relay test for two door models. Power is supplied directly through the switch in the arm rest to the motor. On four door models and station wagons, the relay is mounted under the driver's seat and the test procedures above apply.