



Pantera by Ghia

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FORD PARTS AND SERVICE DIVISION • FORD MOTOR COMPANY

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POWER BY



Service Manager	Parts Manager	Service Writer	Technician	Page 1

BODY

Article No. 108

EXTERNAL GAS TANK FILLER

The external gas tank filler introduced in production in April, 1973 can be installed on prior models. Allow approximately 2.6 Hrs. to perform the following procedure:

1. Open rear deck lid, remove spare wheel and tire and rear luggage compartment floor.
2. Remove the engine compartment grille attaching screws (4) and remove the grille.
3. Remove the left gas tank access cover attaching screws and remove the panel.
4. Remove the left rear wheel well splash shield attaching nuts (1) and screws (2) and remove splash shield (if so equipped).
5. From inside the left rear wheel well remove the grille attaching wing nuts (4) and remove the grille.
6. Cut out the templates supplied with the filler pipe housing (D36Y-6327936-A) and place template "A" in position on the left rear quarter panel. Mark out the position of the gas filler cap opening (see Fig. 1).

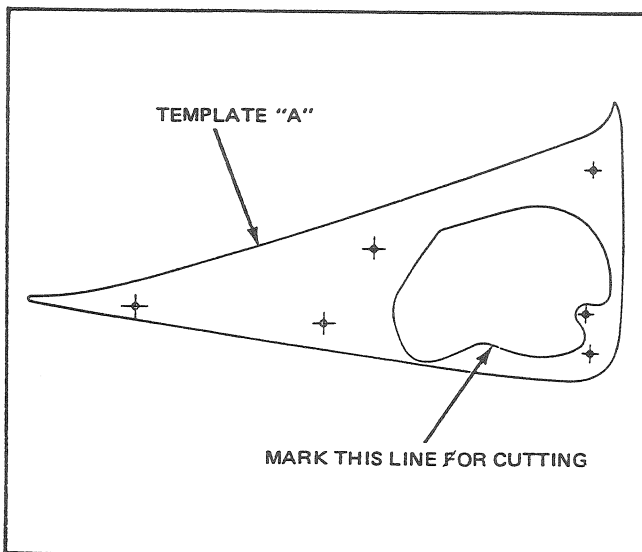


Fig. 1 – Article No. 108

7. Using a jig or saber saw cut out the filler cap opening. Smooth any rough surfaces and paint with body color touch-up.

Page 2

8. Remove the existing gas tank filler neck attaching bolts (4) and remove the neck and gasket. Cover the filler neck hole in the gas tank to keep out dirt and foreign material.
9. Position template "B" on the inner body panel and mark the position of the hole for cutting (Fig. 2).

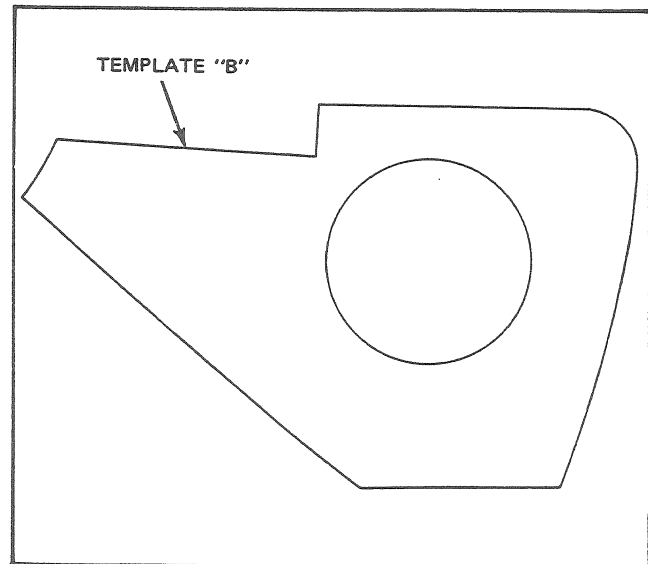


Fig. 2 – Article No. 108

10. Using the jig or saber (or 2-1/2" hole) saw, cut the hole in the inner panel. Smooth any rough surfaces and paint with body color touch-up.
11. Remove the filler neck hole covering from the gas tank. Place the gasket in position and install the new filler neck (D36Y-9034-A) to the tank using original attaching hardware.
12. Spray paint the filler pipe housing matt black.
13. Reinstall the original gas tank filler neck to the newly painted filler pipe housing using four attaching bolts, nuts and washers.

NOTE: Filler cap flange must be on the inside of the housing.

14. Install the new connecting hose (D36Y-9047-A) to the filler cap end of the filler pipe using hose clamp (finger tight). Place second hose clamp loosely over filler neck in gas tank.

15. From behind the wheel opening, pass the housing and connecting hose through the hole in the inner panel and over the gas tank filler neck. Tighten hose clamp (finger tight).
16. Position the housing behind the quarter panel so that the right hand vertical flange is resting behind the quarter panel rear flange and the bottom flange is beneath the lower, angled edge of the quarter panel.
17. Drill four 1/8" dia. holes as shown in Fig. 3 and secure the housing assembly to the body panel with four (4) 1/8" dia. pop rivets. Paint rivets with body color touch-up.

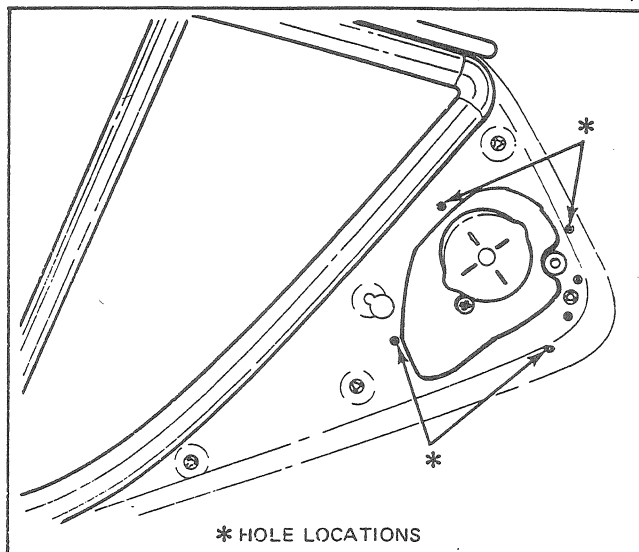


Fig. 3 - Article No. 108

18. Adjust connecting hose and tighten both hose clamps.
19. Cut two (2) small steel or aluminum reinforcing plates 1-3/4" x 3/4" (approximately 1/16" thick). Place in position underneath the top and rear holes. Retain with 1/8" pop rivets. (See Fig. 4)

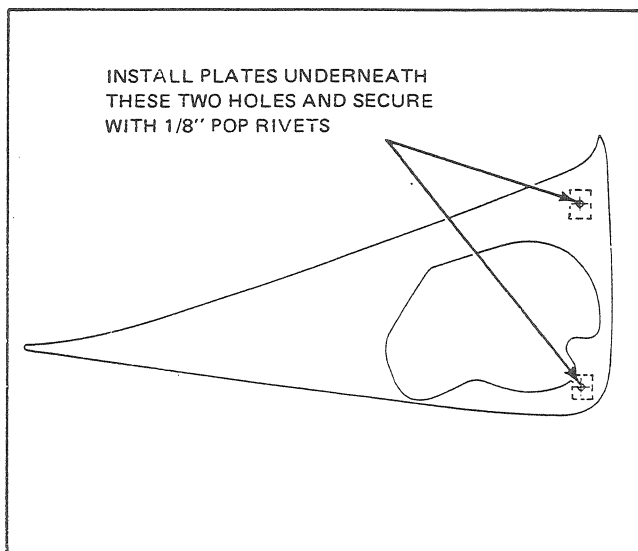


Fig. 4 - Article No. 108

20. Replace template "A" in position, mark off and drill 5 holes (1/4" dia.) for the plastic retainers and one 19/64" dia. hole for the filler door bump stop. (Fig. 5) Paint insides of all holes with body color touch-up.
21. Insert rubber bump stop for filler cap door and four (4) plastic retainers in four of the five holes. (See Fig. 5)

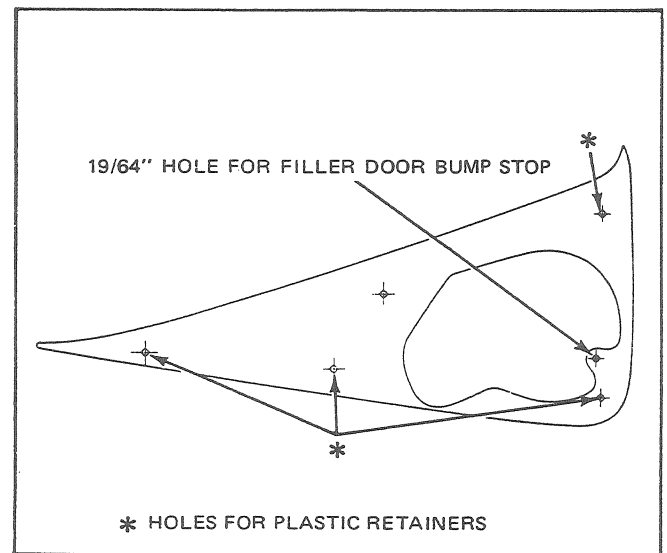


Fig. 5 - Article No. 108

22. Remove the nut and flat washer from the threaded stud on the new grille. Position the grille and gently press into the retainers.
 23. From behind the wheel opening, install the nut and flat washer to the threaded stud.
 24. Replace rear wheel opening splash shield with original hardware.
 25. Install new weatherstrip to new side cover panel and retain in position using original hardware. The contoured edge of this panel may require trimming to ensure a close fit to the inner body panel.
- NOTE:** On cars produced prior to January 1, 1973, it will be necessary to drill two holes (1/8" dia.) in the rear flange of the cover, to mate with the two holes in the rear support bracket. Retain with two self-tapping screws.
26. Replace the engine compartment grille.

NOTE: On cars produced prior to January 1, 1973, it will be necessary to drill two holes in the side cover panel flange using the holes in the engine compartment grille as a guide. Retain using spring nuts (355768-AS2) and self-tapping screws.

BODY (cont'd)

27. Replace original gas cap, replace luggage compartment floor, spare wheel and tire and close deck lid.

QTY.	PART NUMBER	PART NAME	CLASS
1	D36Y-63517A21A	Grille, l.h.	C
4	37600114	Retainer - plastic	C
1	99601412	Rubber stop - gas tank filler lid	C
1	D36Y-6327936A	Housing - fuel tank filler pipe	C
1	D36Y-63403C50B	Engine shield, l.h.	C
1	D36Y-63403C76B	Weatherstrip - engine shield	C
1	D36Y-9034A	Pipe assembly - fuel tank	C
1	D36Y-9047A	Hose - fuel tank to fuel filler pipe	C
2	355768-AS2	Nut - spring "U" shape	S

WARRANTY STATUS: "INFORMATION ONLY"

CHASSIS

Article No. 109

NEW MUFFLER SUPPORT STRAP

A new reinforced rubber muffler support strap was introduced in production effective with M.S.N. 06050.

This strap should be used as a service replacement for all prior models.

1. Raise car on a hoist and loosen lock nuts retaining muffler support-to-muffler and body brackets.
2. Remove two (2) bolts, nuts and washers securing each strap to the support brackets and remove straps complete with spacers and retainers.
3. Transfer spacers to the new rubber straps and install straps and retainers and retain with original hardware.
4. Position and tighten locking nuts retaining support brackets.

PART NUMBER	PART NAME	CLASS
D46Y-5260-A	Strap - Muffler Support	C

WARRANTY STATUS: Reimbursable within the provisions of the Warranty and Policy Manual.

OPERATION: SP-5260-A-74

TIME: 0.7 Hr. (one)
1.1 Hr. (two)

DLR. CODING: Basic Part No. 5260 - Code 01

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Article No. 110

NEW ACCELERATOR PEDAL

If replacement of the accelerator pedal is required in service, use the new accelerator pedal assembly shown below:

PART NUMBER	PART NAME	CLASS
D46Y-9735-A	Accelerator Pedal Assembly	C

PRODUCTION CORRECTION: 4/2/74 (Effective with M.S.N. 06058)

WARRANTY STATUS: "INFORMATION ONLY"

Article No. 111

MUFFLER CHROME EXTENSION

A muffler chrome extension, which can be installed over the muffler outlet, has been released for service and can be installed on all cars as follows:

Carefully align the chrome extension on the muffler outlet and hammer on completely using a piece of hardwood to eliminate the possibility of damage to the end of the extension.

This repair should be used in preference to replacement of the complete muffler assembly in cases where the muffler outlet has corroded.

PART NUMBER	PART NAME	CLASS
D36Y-5263-A	Muffler Chrome Extension	C

WARRANTY STATUS: Reimbursable within the provisions of the Warranty and Policy Manual.

OPERATION: SP-5230-A-74

TIME: 0.3 Hr. (4 extensions)

DLR. CODING: Basic Part No. 5263 - Code 84

Article No. 112

MOTOR RADIATOR COOLING PAN

New radiator cooling fan motors were introduced in production effective with B.S.N. 52579

The new motors should be used for service replacement on prior models.

1. Raise the front deck lid, remove the two screws retaining the wind deflector plate over the top of the radiator and remove the deflector plate.
2. Disconnect the two (2) wires at the cooling fan motor.
3. Remove the four (4) 8mm nuts and washers retaining the motor, fan and shroud assembly to the studs on the front support brackets and remove the complete motor assembly.
4. Remove the nut and washer retaining the fan blade to the motor spindle and using a plastic hammer, drive the spindle through the boss on the fan and remove the fan.
5. Loosen the nut and bolt retaining the fan shroud to the motor body and remove the fan shroud.
6. Loosen the nut and bolt retaining the mounting bracket clamp to the motor and remove the motor from the mounting bracket.
7. Position the new motor in the mounting bracket clamp and tighten the retaining nut and bolt.

NOTE: The motor connecting wires must be at the top and facing forward. The rear end of the motor should protrude not more than 9/16 inches through the clamp.

8. Using a silicone rubber sealant such as Dow Silastic 732 RTV or equivalent, carefully seal the area around the motor connecting wires.
9. Position the fan shroud clamp over the front of the motor with the cut-out in the rear fan shroud at the bottom and the motor connecting wires centered in the clamp cut-out. Tighten the retaining nut and bolt.

NOTE: The dimension between the rear edge of the support bracket clamp and the rear edge of the fan shroud clamp should be 1-7/16 inches.

10. Install the fan assembly placing a deep socket over the motor spindle onto the fan center boss. Tap on until fan center boss engages the flat surface on the motor spindle. Replace retaining nut and washers and tighten.
11. Reconnect the motor leads (the long lead in the harness to the short lead on the motor), reposition mounting bracket on the studs and install four (4) 8mm retaining nuts and washers.
12. Idle engine until both fans function to check for the correct direction of rotation. Reverse motor connections if required.
13. Replace the wind deflector plate over the top of the radiator and install two retaining screws.

PART NUMBER	PART NAME	CLASS
D46Y-8B605-A	Motor - radiator cooling fan	C

WARRANTY STATUS: Reimbursable within the provisions of the Warranty and Policy Manual.

OPERATION: SP-8605-A-74

TIME: 0.5 Hr. (one)
0.8 Hr. (two)

DLR. CODING: Basic Part No. 8B605 - Code: As applicable

ELECTRICAL

Article No. 113

WINDSHIELD WIPER SYSTEM

Effective with the 1974 model (Chassis No. 05900), the windshield wiper system was redesigned to provide parking on the right side on the windshield. In addition, a reduced arc gear was incorporated in the motor to prevent the possibility of wiper blade over-travel. This new gear cannot be used on 1971-1973 models unless the complete system is revised to the 1974 levels as follows:

1. Remove the existing windshield wiper arm and blade assemblies.

(Continued on page 6)

ELECTRICAL (cont'd)

2. Raise the front end of the car and remove the right front road wheel.
3. Remove the two (2) nuts and one (1) screw retaining the windshield wiper motor shield and remove the shield.
4. Disconnect the wires from the wiper motor.
5. Remove the nut retaining the windshield wiper motor drive tube to the wiper motor.
6. Remove the two (2) nuts retaining the windshield wiper motor clamp, remove the clamp and windshield wiper motor complete with the drive cable rack.
7. Remove both vent grilles and plastic retainers from locating holes.
8. Loosen two (2) bolts in each pivot shaft assembly in order to loosen the tubes in which the driveshaft rack operates. Remove the pivot shaft retainer nut and spacer and remove both pivot shaft assemblies complete with tubes from the car (through the right wheel arch).
9. Place assembly on the bench and remove the curved windshield wiper motor tube from the right pivot shaft assembly and discard.
10. Remove short tube from left pivot shaft and install on right pivot shaft.
11. Install new curved tube, (5-1/2 inches longer) to left pivot shaft. (See Fig. 6)

12. Check position of tubes in pivot shaft assembly. Flares of tube must locate in the slots in the outer ends of the top plate of pivot shaft assemblies.
13. Tighten four (4) retaining bolts finger tight.
14. Locate new pivot shaft support plate, flange side downwards, (with pivot hole to the top) to the left of the existing mounting in the cowl openings. (See Fig. 7)

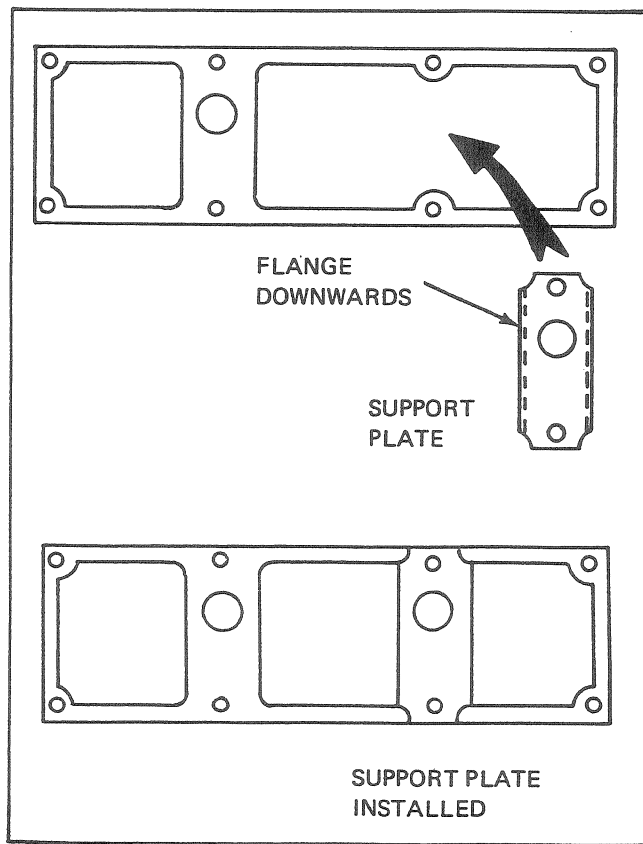


Fig. 7 – Article No. 113

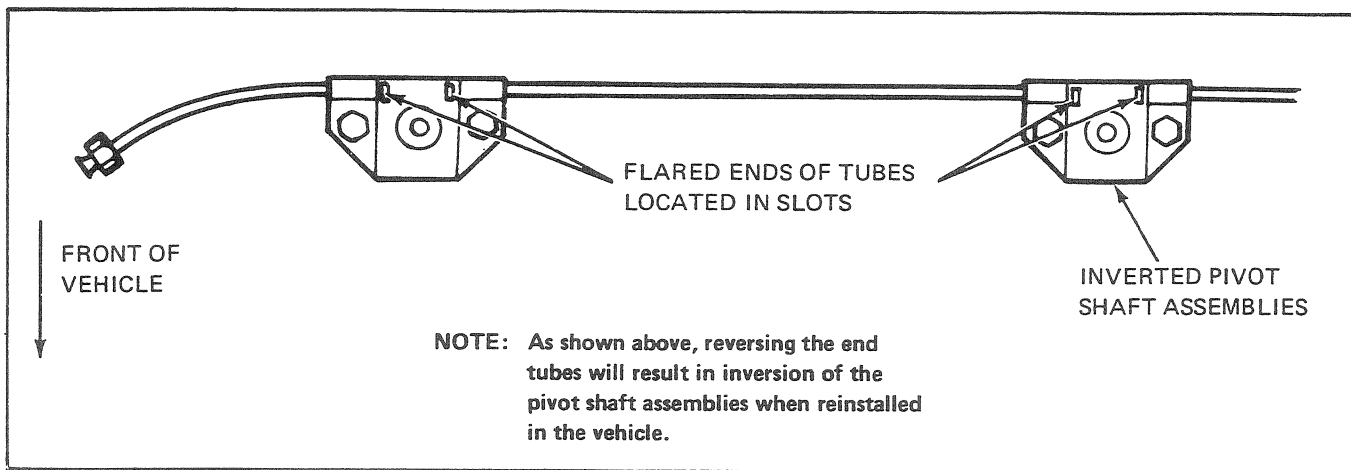


Fig. 6 – Article No. 113

15. Attach pivot shaft support plate to cow' flange using two 3/16" dia. pop rivets with a 3/16" d'. flat washer under cowl flange. (Refer Fig. 8)

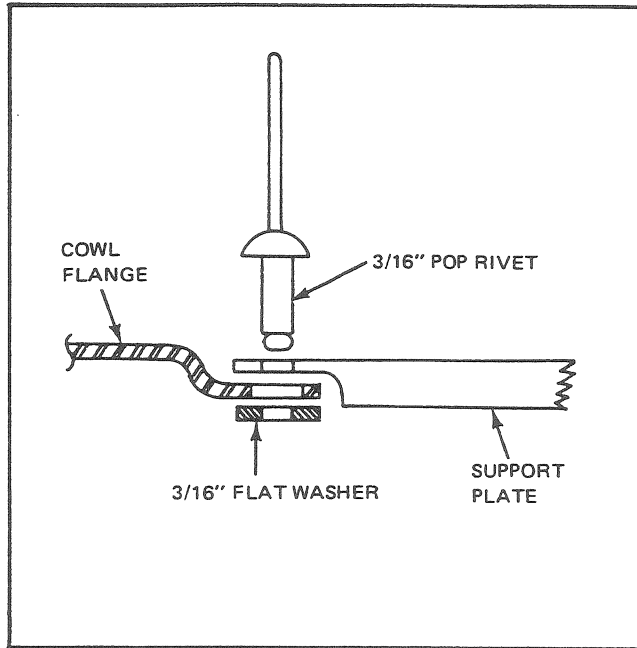


Fig. 8 – Article No. 113

16. Install pivot shaft and tube assembly through wheel arch and insert pivot shafts through holes in new support plates, install spacer and retaining nut and tighten. Again check to ensure that the flares on the tubings are located in the appropriate slots in the top plates of the pivot shaft assembly.
17. Using Sunoco Prestige 42, lubricate the drive cable rack in the new windshield wiper motor and feed cable into tubes.
18. Install the nut retaining the curved tube to wiper motor and tighten. Connect wires to the wiper motor and test pivot shaft operation.
19. Install clamp around the windshield wiper motor using original hardware.
20. Tighten the two bolts on each windshield wiper pivot shaft assembly.
21. Insert new plastic retainers in remaining locating holes (retainers are brittle; insert with care).
22. Insert new grilles (**NOTE: left and right side grilles are not interchangeable**) and carefully press into position.

23. Start engine, run wiper system (excluding blades) through a few complete fast wipe cycles, turn system to "OFF" and permit mechanism to reach full park position.

24. Install short wiper arm and blade assembly on passenger side of vehicle so that the furthest edge of the wiper blade is 2.00 inches above the windshield lower rubber weather seal. (See Fig. 9)

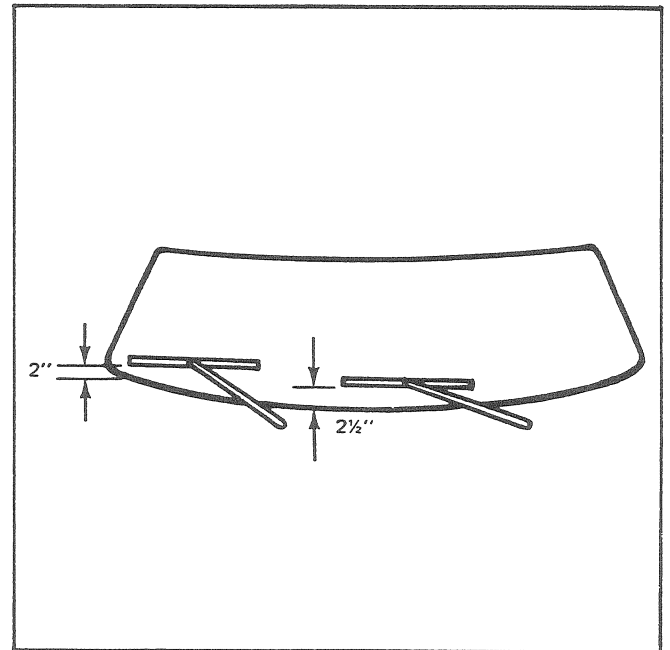


Fig. 9 – Article No. 113

25. Position the long wiper arm and blade assembly on the driver's side so that the furthest edge of the wiper blade is initially located 2.50 inches above the windshield lower rubber weather seal. (Fig. 9)
26. Thoroughly clean windshield, then apply a heavy spray of water with a hose over the entire windshield surface. Run engine, turn on wiper system to high speed and, while continuing to spray water, observe wiper operation. The driver's side wiper blade should come close, (from 1/2 inch to possibly "ticking") the windshield "A" post rubber weather seal under these conditions.
27. If excessive blade slap or weather seal override is noted, re-adjust driver's blade by backing off arm assembly one serration only and retest.
28. Install windshield wiper motor shield and right road wheel and lower car.

(Continued on page 8)

ELECTRICAL (cont'd)

PART NUMBER	PART NAME	CLASS
D46Y-17526-A	Windshield wiper arm R.H.	C
D46Y-17527-A	Windshield wiper arm L.H.	C
D46Y-17528-A	Windshield wiper blades	C
D46Y-17508-A	Windshield wiper motor assembly	C
D46Y-17543-A	Tube assembly - windshield wiper motor to arm and pivot shaft R.H.	C
D46Y-17479-A	Support plates	C
D46Y-6302228-A	Cowl Vent R.H.	C
D46Y-6302228-B	Cowl Vent L.H.	C
37600114	Retainers - plastic	C

PRODUCTION CORRECTION: September 1973

WARRANTY STATUS: "INFORMATION ONLY"

Article No. 114

REVISED WINDSHIELD WIPER MOTOR CIRCUIT

Effective in production with body serial number 52599, wiring was modified to provide for operation of the windshield wiper motor in conjunction with the ignition switch.

This modification can be incorporated on vehicles in service as follows:

1. Raise the front deck lid and disconnect the battery.
2. Open the passenger door and remove the bolt securing fuse block door and open the door.
3. Remove the two (2) bolts securing the fuse block cover and remove the cover.
4. Disconnect the two green windshield wiper motor wires from No. 8 or 9 fuse.
5. Bare both ends of a piece of 10/12 gauge wire 2 inches long. Crimp and solder eyelet terminal to one end and male spade terminal to the other end.
6. Connect male spade terminal on 2 inch wire to female terminal on green windshield wiper motor wires and secure eyelet terminal to one post of 10 amp circuit breaker (DOHZ-14526A) using No. 10-24 nut.
7. Bare both ends of a piece of 10/12 gauge wire 6 inches long and crimp and solder eyelet terminal to one end.

8. Bare pink wire at No. 11 fuse, attach and solder new wire to pink wire and wrap with electrical tape. Attach other end of wire to the other post on circuit breaker and secure using No. 10-24 nut. Using electrical tape carefully wrap wires and circuit breaker terminals.

9. Reconnect battery and operate windshield wipers. Ignition switch must be in the on position before activating the windshield wiper switch.

10. Replace fuse block cover and service with original bolts. Close fuse panel access door and secure with the original bolt.

QTY.	PART NUMBER	PART NAME	CLASS
1	DOHZ-14526-A	Circuit Breaker 10 amp	B
AR		Wire 10/12 gauge	
2	34053-S8	Nut - No. 10-24	B
2	WT5165	Ringtongue Terminal	B
1	WT5371	Quickslide Terminal 1/4" male	B

WARRANTY STATUS: Reimbursable within the provisions of the Warranty and Policy Manual.

OPERATION: SP-17508-B-74

TIME: 0.4 Hr.

DLR. CODING: Basic Part No. 17508 - Code 79

Article No. 115

NEW AIR CONDITIONING CONDENSER MOTOR AND FAN ASSEMBLY

A new design condenser, motor and fan assembly became effective in production with body serial number 52405.

The new motor and fan assembly replaces the D16Y motor for service. To install the new motor on prior models, it will be necessary to install a spacer under each of the three mounting studs.

PART NUMBER	PART NAME	CLASS
D46Y-19805-B	Condenser Motor & Fan Assy.	C
37610197	Spacers	C

WARRANTY STATUS: "INFORMATION ONLY"

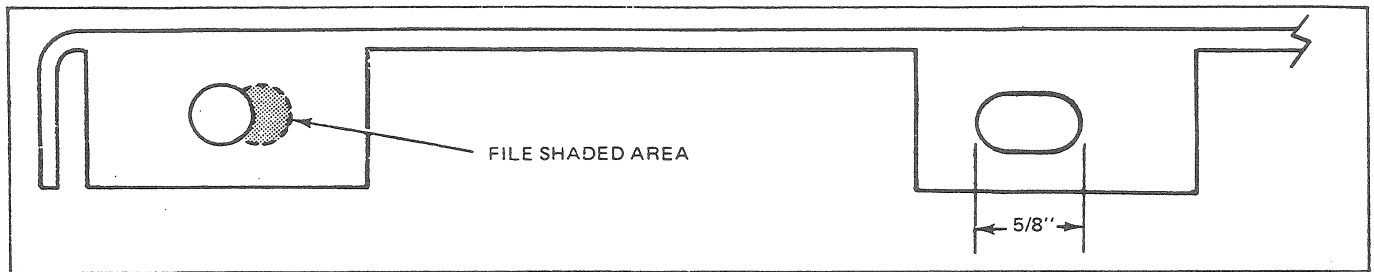


Fig. 10 – Article No. 116

Article No. 116

**NEW MOTOR – HEADLAMP CONCEALMENT
DEVICE**

The 1974 model (Chassis No. 05900) headlamp concealment motor will be stocked for servicing 1971-1973 models; however, it will be necessary to revise the motor support plate and wiring to the 1974 levels. This can be accomplished as follows:

1. Raise the headlamps and disconnect the battery.
2. Remove the two (2) screws retaining the wind deflector plate to the top of the radiator and remove the plate.
3. Remove the top left (1) bolt retaining the air deflector shield forward of the radiator.
4. Remove the three (3) bolts (2 forward of the radiator and 1 to the rear of the radiator) retaining the headlamp motor and plate to the left front inner fender.
5. Disconnect the two (2) leads from the rear limiter switch.
6. Remove the two (2) bolts retaining the forward limiter switch to the motor mounting plate and remove the limiter switch (do not disconnect the leads). Prop open one headlamp bucket to prevent them from dropping when the motor is removed.
7. Raise vehicle on a hoist, disconnect the two leads at the motor and remove the motor and mounting plate from beneath the vehicle.
8. Remove the two nuts and washers retaining the motor to the mounting plate and remove the motor.
9. Remove the rubber grommets and four (4) aluminum spacers from the motor mounting hole in the mounting plate.
10. Using a 1/4" diameter round file elongate the mounting holes inboard to accommodate studs on new motor. (See Fig. 10)
11. On the new motor crimp **and solder** a male spade terminal to the red wire and a female spade terminal to the black wire. Wrap both with electrical tape.
12. Seal the following areas on the new motor using suitable silicone sealant. (See Fig. 11)
 - Around both end cap seams.
 - Around the aperture for the two motor wires.
 - The end bearing cap.
 - The heads of the two through bolts in the end cap and the corresponding nuts in the opposite end cap.

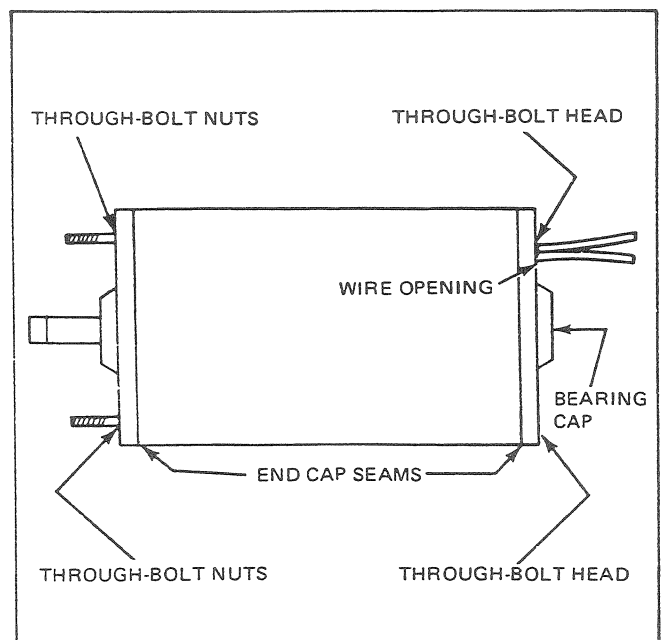


Fig. 11 – Article No. 116

(Continued on page 10)

ELECTRICAL (cont'd)

13. From the front of the mounting plate, remove the two (2) screws retaining the manual override gearbox cover and remove the cover (Fig. 12).

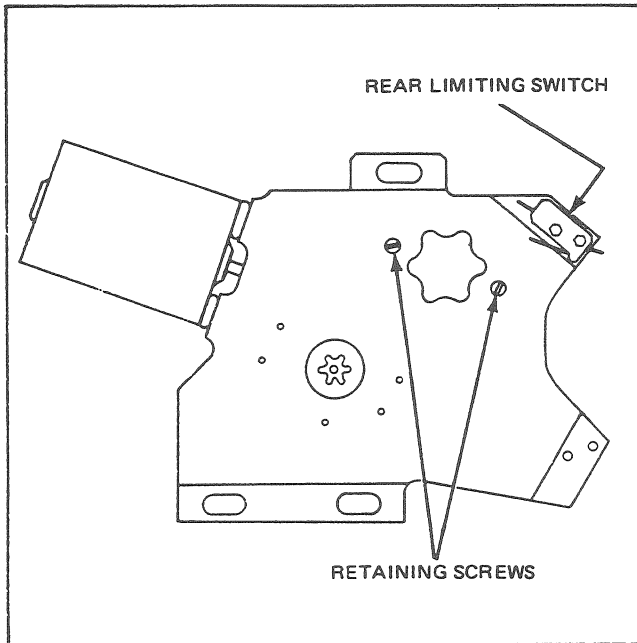


Fig. 12 – Article No. 116

14. Remove the three (3) long bolts retaining the main drive gearbox to the front of the mounting plate and remove the gearbox from the plate (See Fig. 13).

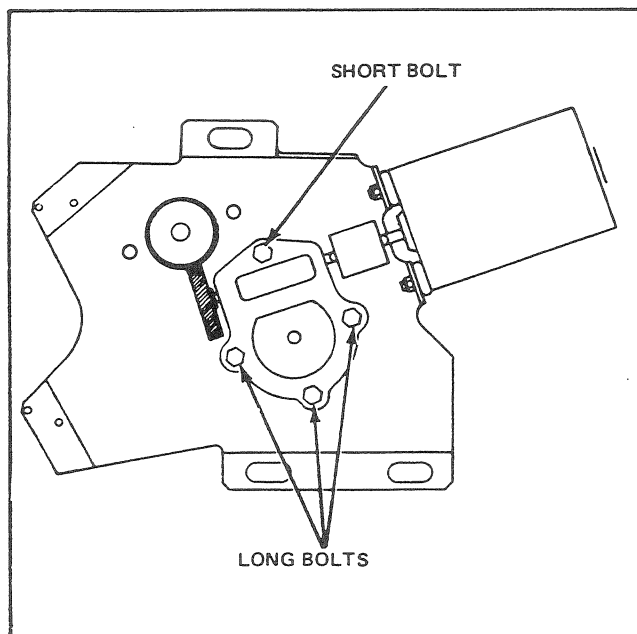


Fig. 13 – Article No. 116

15. Remove the one (1) short bolt retaining the cover plate to the gearbox housing and remove the cover. (See Fig. 13) Note the number of shims on the spindle.

16. Remove the "C" clip retaining the gear shaft in the housing. Remove gear shaft and plastic gear from the housing. Note there is one small washer on either side of the gear.

17. Clean grease from gear shaft, plastic gear and worm drive and gear in gearbox housing. Dry with compressed air.

18. Apply thin coating of low temp grease to worm gear in housing. Apply thin smear of grease to gear shaft and insert into housing. Place flat washer over shaft. Apply thin smear of grease only on teeth of plastic gear. **Surplus grease must be removed from flat surfaces of gear.** Replace thin washers and retain gear shaft in position with existing "C" clip. Replace original number of shims over pinion shaft. (See Fig. 14)

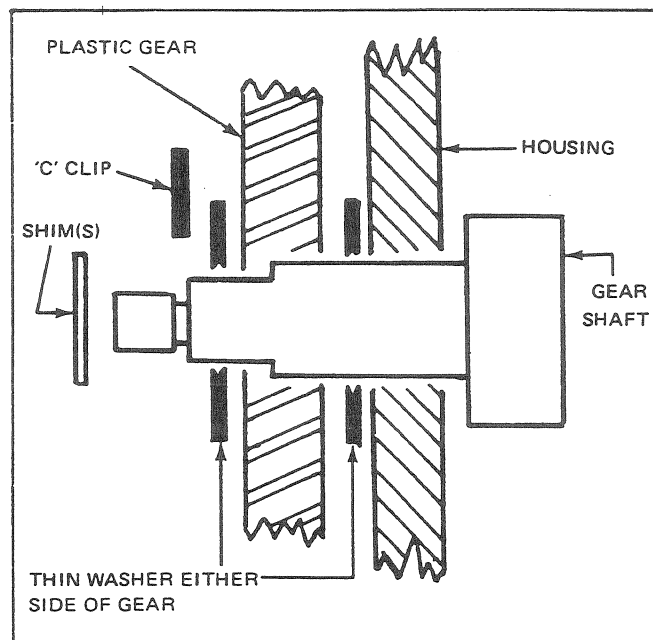


Fig. 14 – Article No. 116

19. Place cover in position on the main drive gear box housing and install one (1) short bolt to retain.

20. Position gearbox housing on mounting plate and install three (3) long retaining bolts.

21. Position cover over manual override gearbox and install two (2) screws. Test operation manually using knob.

22. a) Install one rubber washer and spacer on each mounting stud of new motor. (See Fig. 15) Position motor in

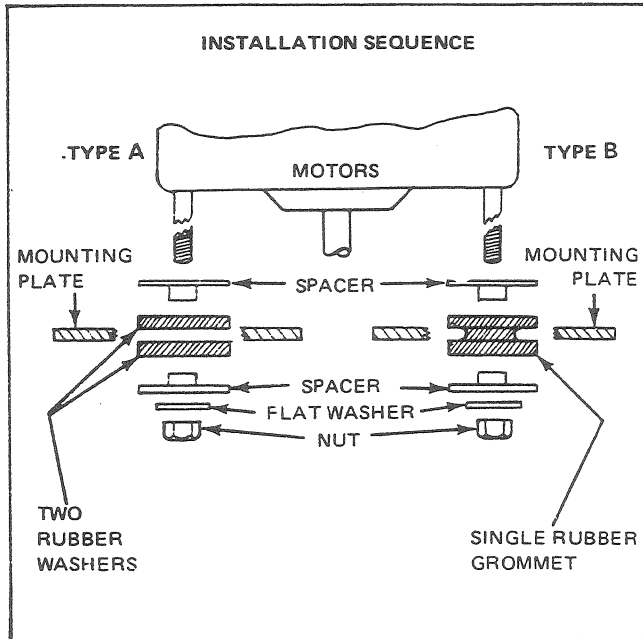


Fig. 15 - Article No. 116

flexible coupling on the main drive gearbox shaft. Install second rubber washer and spacers on motor studs and retain to the mounting bracket with original nuts and flat washers.

Or

- b) Install original grommets in motor mounting holes in mounting plate. Place one original spacer on each mounting stud on new motor. Position motor in the flexible coupling on the main drive gearbox shaft. Place remaining original spacers on motor mounting studs and retain in position with the original nuts. Ensure that the motor drive, flexible coupling and gearbox main drive shaft are parallel.
23. Test the motor by connecting the two motor wires across the battery terminals. A jumper wire will be required.
24. Position the motor and mounting plate assembly from beneath the vehicle and reconnect the two motor wires.
25. Lower vehicle.
26. Position the forward limiter switch on the mounting plate and install original two (2) screws.
27. Connect the wires to the rear limiter switch.

28. Install and partially tighten the original three (3) bolts retaining the mounting plate to the inner front fender. Remove prop from headlamp and allow sector gear on cross-shaft to engage with gear on mounting plate.

29. Using manual override knob, lower head lamps until drive pinion is in mid-position of sector gear. Fully tighten retaining bolts. Check that motor gear meshes properly with cross-shaft sector gear.

30. Reconnect battery and cycle headlamps.

31. Check tension of headlamps - open headlamps slightly and place sheet of paper over rubber bump stops in headlamp opening. Lower headlamps. Adjust as necessary the rear limiter stop until the paper can be withdrawn without tearing (some drag is desirable).

32. Place left radiator deflector in position and install original bolt. Place air deflector in position over top of radiator and install two (2) screws.

33. Disconnect battery.

34. Remove two (2) bolts and two (2) allen screws to retain the steering column to the support bracket and carefully lower steering column onto seat to avoid damage to solder joints on wires to column switches.

35. Carefully pull down the connector block to gain access to the wiring. (See Fig. 16 on page 12).

36. Fabricate piece of 12 gauge wire 18 inches long, bare both ends 1/4" - 3/8". Crimp and solder eyelet terminal to one end. (See Fig. 16 - View A on page 12).

37. Loosen screw retaining green wire in connector block. Pull out and bare an additional 1/4" from the end of this wire.

38. Solder wire fabricated in step 36 (18"-12 ga.) to the newly bared portion of the green wire. (See Fig. 16 - View B on page 12). Tape securely and reconnect to connector block. Tighten screw.

39. Feed other end of wire along behind the dashboard to the relay panel in the left kick panel area.

40. Attach eyelet to one post on 30 amp. circuit breaker and secure with No. 10-24 nut. (See Fig. 16 on page 12).

41. Place steering column in position and install original two bolts and allen screws.

(Continued on page 13)

ELECTRICAL (cont'd)

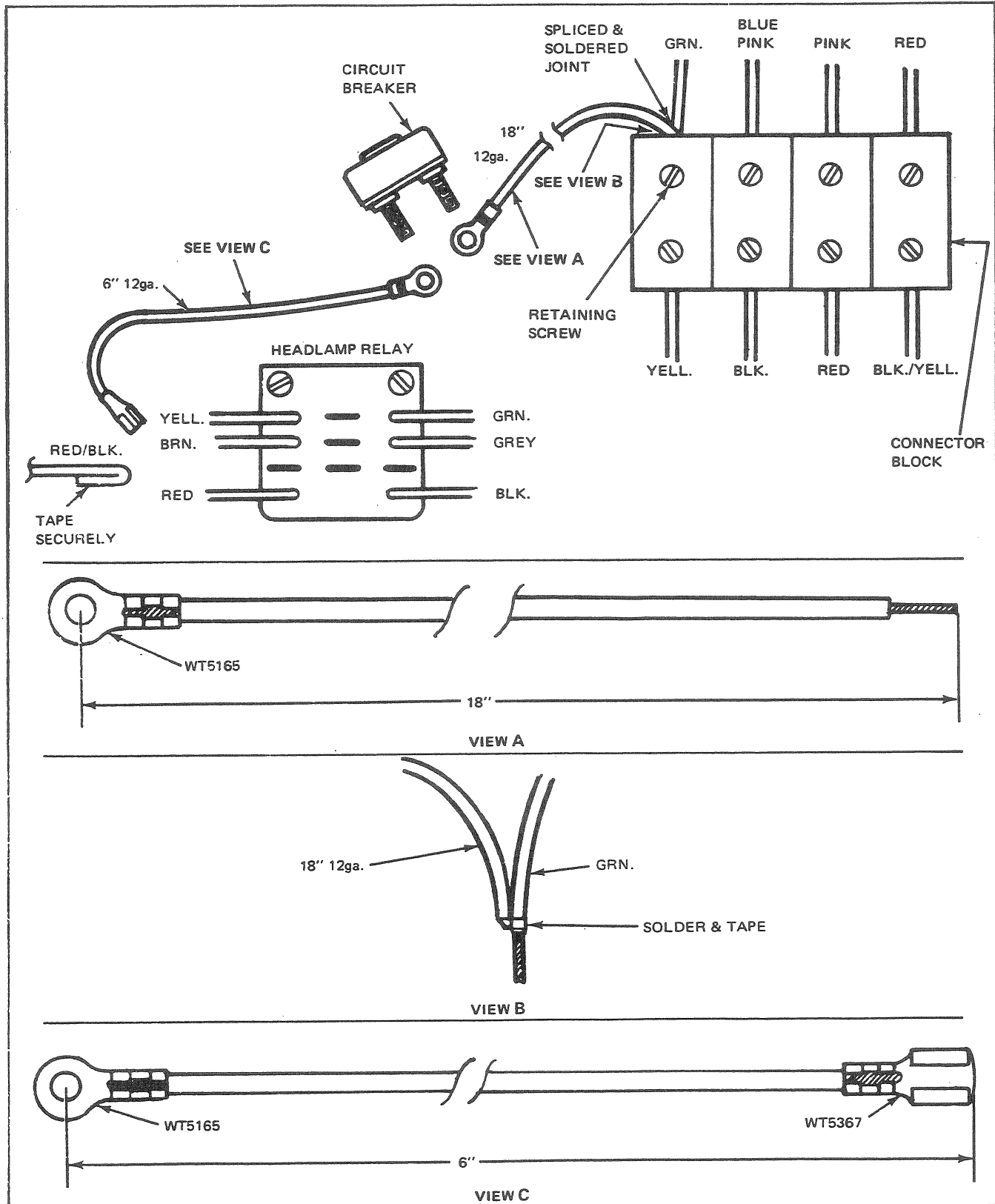


Fig. 16 - Article No. 116

42. Fabricate piece of 12 gauge wire 6 inches long. Crimp and solder eyelet terminal to one end and female terminal to the other end. (See Fig. 16 - View C).
43. Attach eyelet terminal to other post on circuit breaker and install No. 10-24 nut. (See Fig. 16) Using electrical tape, carefully wrap wires and circuit breaker terminals.
44. Remove screw retaining relay box door and open door.
45. Remove the two screws retaining the headlamp relay (clear plastic cover) to the mounting bracket and remove the relay.
46. Disconnect red wire with black tracer from its terminal on the headlamp relay and connect spade end of wire fabricated in step 42 to this terminal. Fold back and tape up the end of the red/black wire.
47. Reposition headlamp relay on mounting bracket and replace the rear retaining screw.

48. Place circuit breaker in position at forward screw hole with terminals facing rearward and install circuit breaker and headlamp relay to mounting bracket original screw. (See Fig. 17)

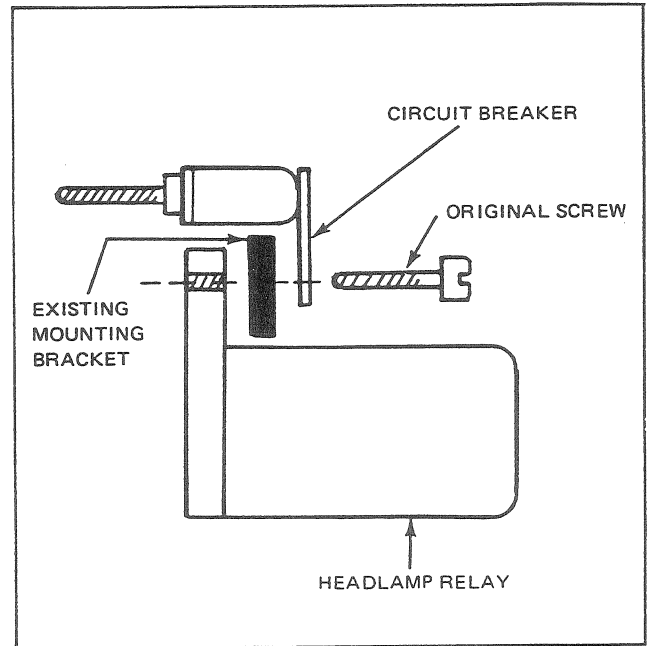


Fig. 17 — Article No. 116

49. Close relay door and install existing screw.
50. Reconnect battery and test headlamp operation.

QTY. PER VEHICLE	PART NUMBER	DESCRIPTION	CLASS
1	D46Y-13A167-A	Motor - Headlamp Cover Control	A
1	D0AZ-14526-A	Circuit Breaker - 30A Non-Cycling	A
18 ins.	512G	Wire - 12 Gauge	B
2	34053-S8	Nut - No. 10 x 24	B
2	WT5165	Ringtongue Terminal - 3/16" Dia.	B
1	WT5367	Quickslide Terminal - 1/4" Female	B
1	WT5371	Quickslide Terminal - 1/4" Male	B
A/R	C3AZ-19562-A	Dow Corning 732 RTV Silastic Adhesive Sealant (Silicone Rubber Sealer)	A
1/2 oz.	ESB-M1C163-A	Grease - Low Temperature	

PRODUCTION CORRECTION: Sept. 7, 1974

WARRANTY STATUS: "INFORMATION ONLY"

Article No. 117

ELECTRICAL (cont'd)
HEADLAMP RELAY (CLEAR PLASTIC COVER)

A new headlamp relay was introduced in production on late 1974 models.

The relays, while identical in visual appearance, are not interchangeable due to internal design changes.

In the vehicles the type of relay required can only be determined by an examination of the wiring connections as shown in Figs. 18 and 19.

With the relay out of the vehicle, identification can be determined as follows:

The D16Y relay has a bridge wire connecting the two ground terminals. The D46Y relay does not have the bridge wire between the terminals. D16Y relay can be converted to a D46Y type relay as follows:

1. Remove the clear plastic cover by inserting two thin-bladed screw drivers between the cover and base.

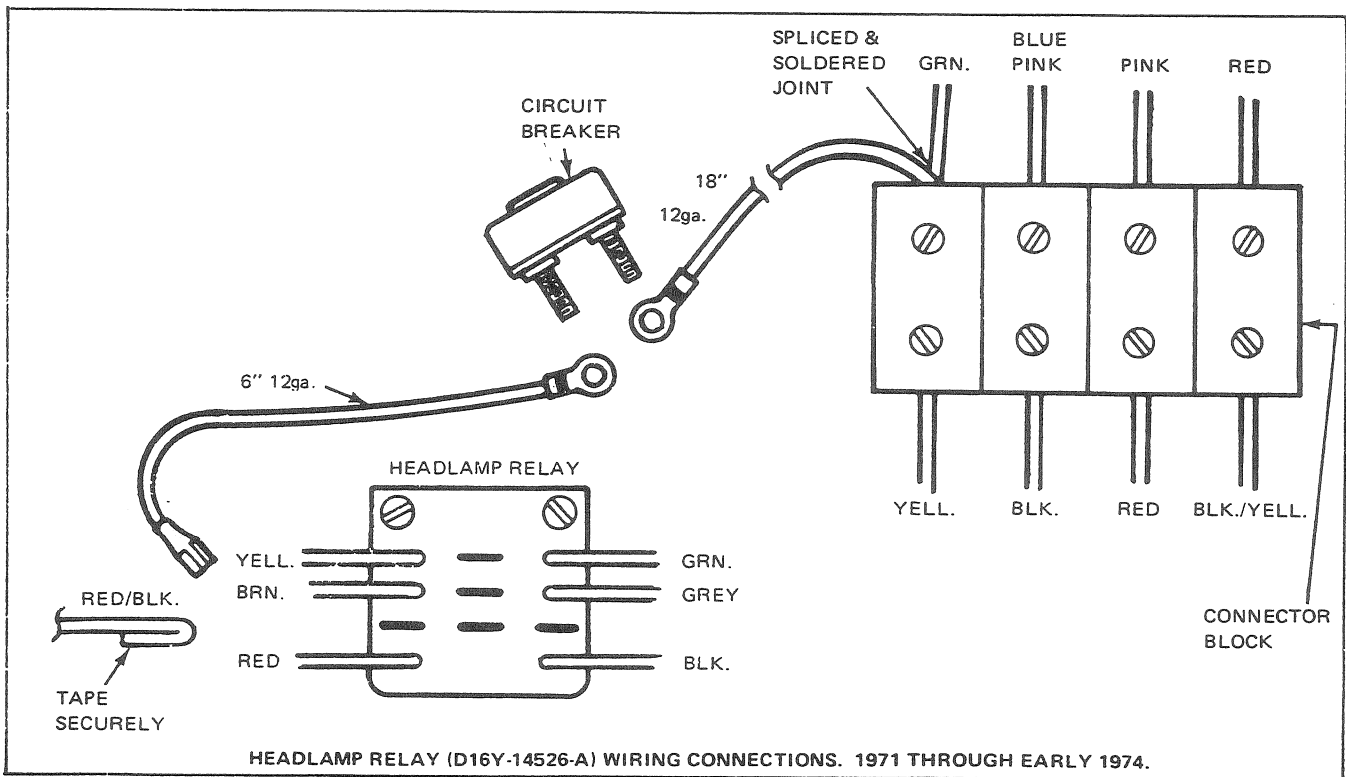


Fig. 18 – Article No. 117

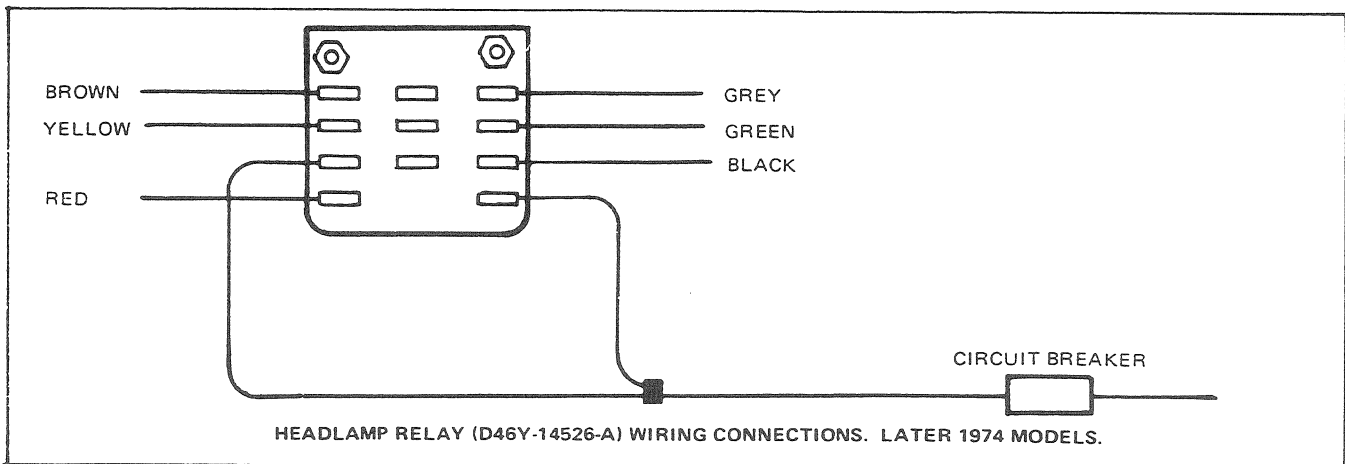


Fig. 19 – Article No. 117

2. Remove the bridge wire connecting the two (2) ground terminals, (see Fig. 20) and replace the cover.

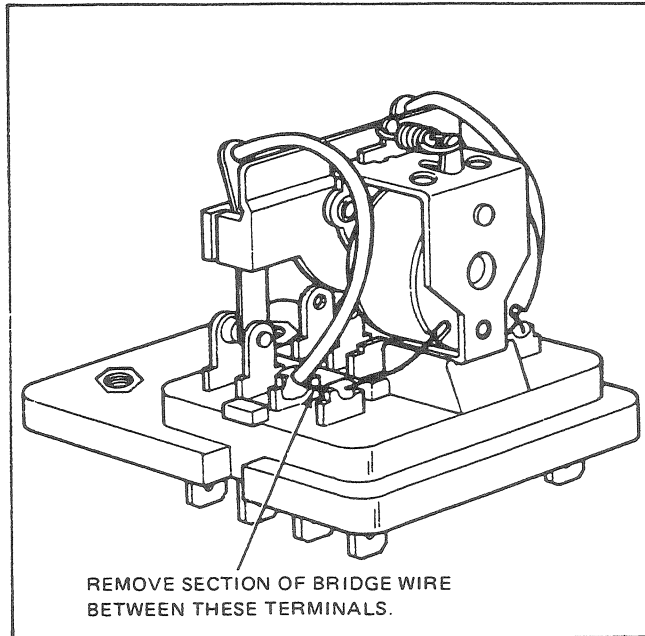


Fig. 20 – Article No. 117

PRODUCTION CORRECTION: Aug. 15, 1974

WARRANTY STATUS: "INFORMATION ONLY"

Article No. 118
Z.F. TRANSAXLE – DRAIN PLUG

The removal of the transaxle drain plug requires the use of a 22MM (0.866") Allen wrench which is not normally available through regular tool sources.

A 7/8" (0.875") Allen wrench can be substituted although in some cases it may be necessary to modify the wrench by grinding in order to fit the drain plug.