

I was going to do some video of this, but since it's been a year, I decided that I should just get the info up. I did take some photos of the pieces.

Like all TC owners, I had problems with the ride control (and other) switches in the dash. I able to get suitable working replacements over time and made the repairs. Having nothing to loose, I started looking at one of the bad ones.

The switches are actually assembled as an outer shell, with the inner plastic switch mechanism. The inner mechanism is held in with plastic tabs molded into the plastic, which snaps into holes in the outer shell.



With a little teasing, you can actually pry the external shell away from the tabs, lightly pulling on the wires, and the interior switch mechanism will pop free. I used a fine tool pick, but a small straight blade jewelers screwdriver should work as well. This exposes the interior switch mechanism parts. The mechanism consists of the bottom piece with the contacts, a contacting plastic slider, and a small steel pin and spring. Be careful how you disassemble the switch. The spring sits under the rocker pin. If the switch is turned over, the pin and spring can fall out. There is no real need to remove the pin and spring.



Of the 3 switches that I opened, **ALL THREE WERE CORRODED** on the contacts. The contacts are silver plated copper. The slider that makes the connection is un-plated copper. I suspect that what happens is that due to dissimilar metals, over time the contacts start to corrode, causing a high impedance, and eventually an open connection. Whoever manufactured the switch did use some lubricant, but not enough or the right type.

The repair is easy. Using a small brass or bronze wire brush, clean the silver contacts and the copper slider. The secret is what to use to minimize future corrosion. Typically you

would use some electronic grade silicone grease. This grease is electrically neutral; however, it also is thick and heavy. This is what was originally used by the manufacturer. Instead, I used GC's Conductive Grease and Anti-oxidant. Unfortunately, this product is now discontinued, but there seems to be a lot still on shelves. A good alternative is Chemtronics CircuitWorks® Carbon Conductive Grease.

Apply a light coating of the grease on the silver contacts and on the copper wiper. Don't overdo it. It takes less than ½ cc to lubricate the mechanism.

Re-Assembly is straight forward. Place the plastic slider piece over the steel pin with the copper wiper up. Snap the rear plastic piece back into the outer shell, insuring that you are placing it back on such that the wiper is on the same side as the contacts and test the switch! It's entirely possible to "reverse" the operation of the switch, i.e. the "on" position will be off, the "off" position will be on. If this happens, just disassemble the switch and rotate the wiper and rear plastic 180° and put back together.

I repaired ALL THREE switches to normal operation. Note, that this repair works on any Ford switch of this vintage/style, and is not limited to TC's.