Foxbody Mustang Clockspring Information

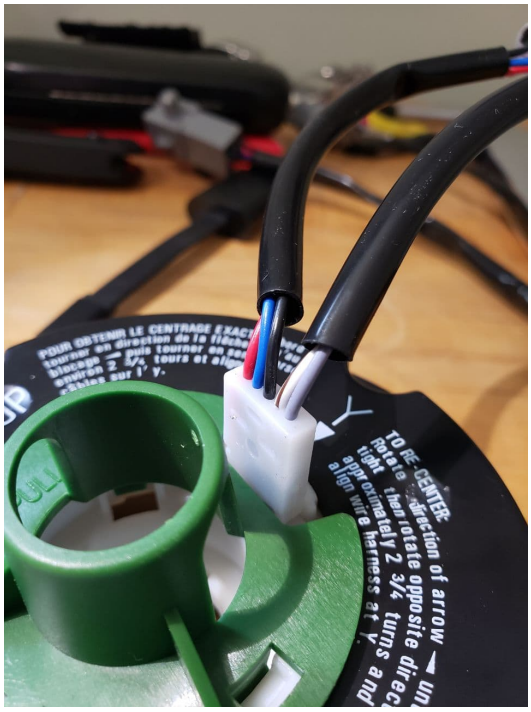
Part Numbers (PLEASE LET ME KNOW IF ANY OF THESE ARE INCORRECT)

1990	**F0ZC-14A664-A1**
1991	**F0zc-14a664-ad**
1992	**F2ZZ-14a664-B**
1993	**f3zc-14a664-ab**
1993 Cobra (No cruise control)	**F3ZZ-14A664-A**
1994 (may be interchangeable)	**F4ZC-14A664-BB**
1995-1998 (may be interchangeable)	**F6ZZ-14A664-AA**

UPDATE 8/9/2021: The Dorman 525-201 Unit does work in my 1993 Mustang. You will need access to a soldering iron, or any other way you like to connect wires. Personally I prefer soldering. NOTE: YOU MAY WANT TO JUST TWIST THE WIRES TOGETHER FOR A TEMPORARY CONNECTION TO TEST THE HORN BEFORE SOLDERING. Remove the negative battery cable before beginning work.

FRONTSIDE

So as far as wiring goes, I literally just lined up the colors for the majority of this process.



New on the left, old on the right.

This frontside connector has two parts, the left side is for horn and cruise, the right side is for airbag. The good news is that horn and cruise are the easiest to fix on the front and backside. You will have to cut the old connector from the factory unit and splice it into the dorman unit. You will literally just be lining up the old color order to the new color order when you do this. The connectors on both units are similar but you have to use the old connector, trust me I tried the new one and it did not fit.

Old Color	**New Color**
Gray	**Red**
Purple	**Blue**
Black	**Black (duh)**

Picture of OE Horn/Cruise connector

Again, just cut that old connector off with a bit of slack so you can make a connection, and solder it to the new unit with the correct color correspondence.

Repeat this process for the airbag connector. In my case it was two wires.

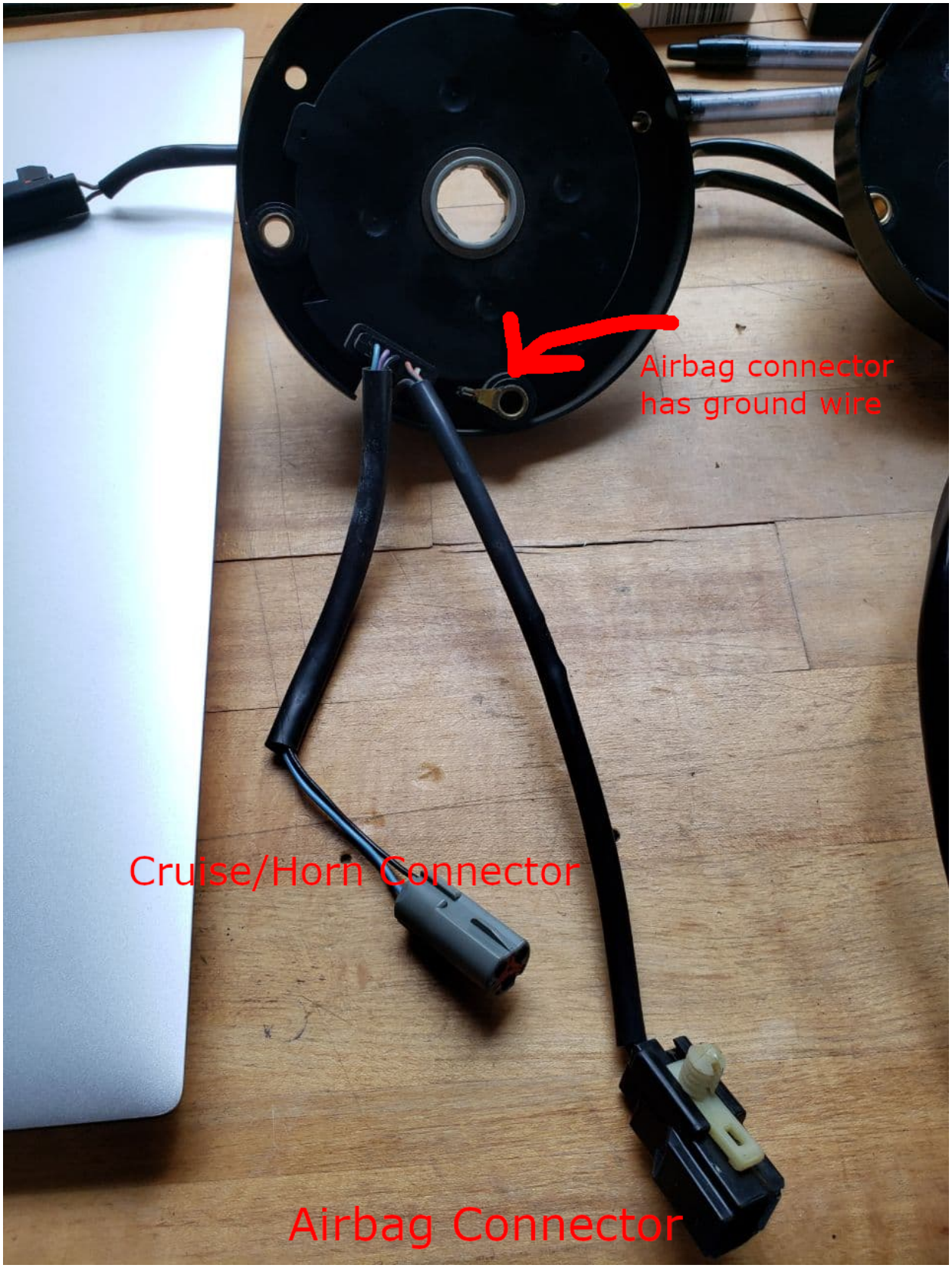
Old Color	**New Color**
White/Orange	**Brown/White**
Gray/White	**Gray**

OE Airbag connector

Again, just make sure the colors go in order. The pinout is the exact same on this front side connector..

Congrats, if you made good connections, you’re like halfway done wiring. The back is not as easy, but all the colors are the same.

BACKSIDE


Airbag connector
has ground wire
Cruise/Horn Connector
Airbag Connector

1993 OE Mustang Clockspring Backside

OE Clockspring Closeup

Dorman Backside Closeup. Left set of wires is still cruise/horn. Right side is still airbag.
The big modification here is repurposing the ground wire that is inside the cruise/horn harness on the dorman unit to be a ground on the airbag side for the fox unit. You will need an eyelet for this. I'm not sure what size eyelet I used but find one that is a bit smaller than the hole for the screw.

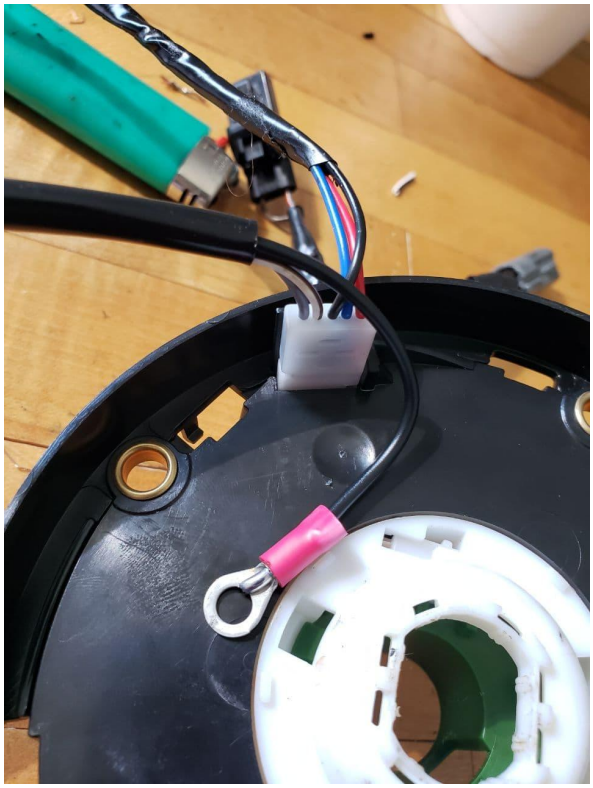
Cut the connector on the cruise/horn harness for the dorman unit, and remove the bigger gauge black wire with the black piece of plastic on the end and cut off that piece of plastic.

Solder an eyelet on one end of that wire, and set that wire to the side. See picture below if you don't know what an eyelet is.

Splice the horn/cruise connector from the old unit into the new unit. This is just the three wires that are coming out of the connector, red, blue, and black. The color changes are the exact same as the front side. It is even the same connector as the front side so this process should be familiar.

Old Color	**New Color**
Gray	**Red**
Purple	**Blue**
Black	**Black (duh)**

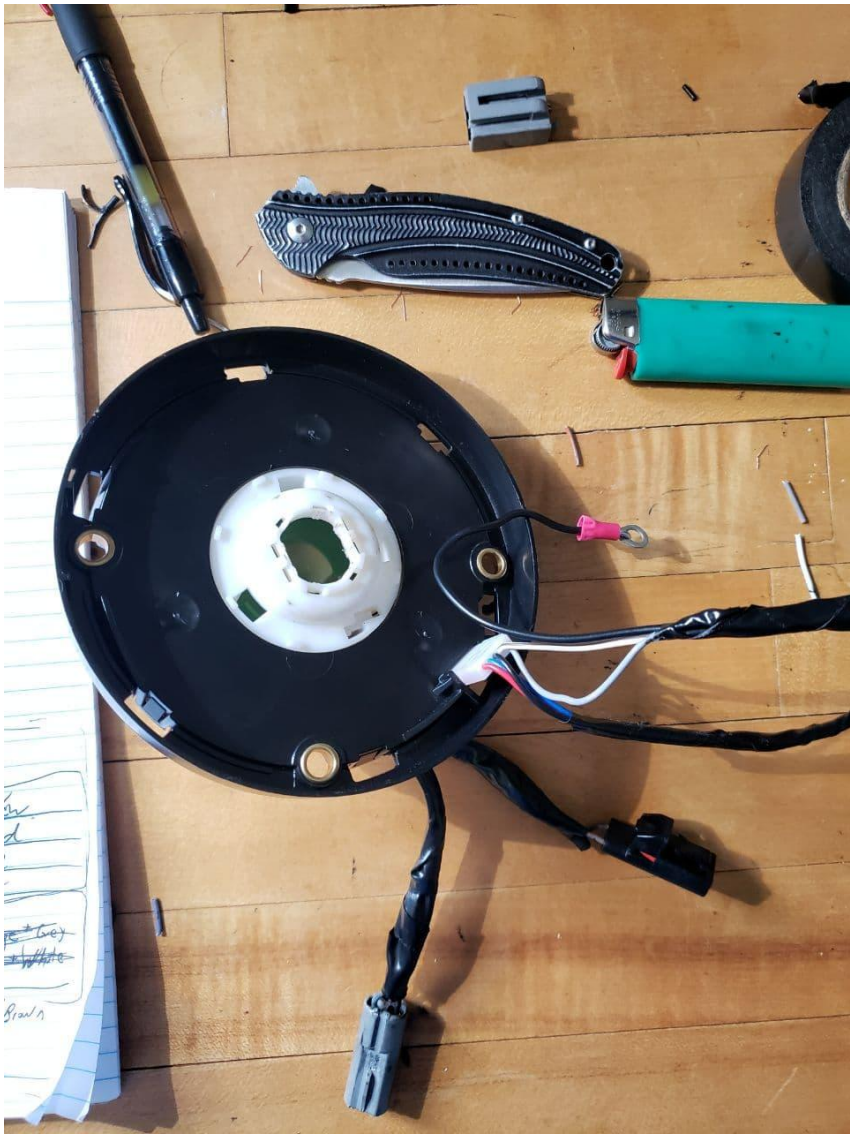
To properly connect the OE Airbag connector to the new harness, you'll need to cut the OE connector off as done previously, and connect colors just like last time. The only difference is you will be connecting the ground wire you made with an eyelet earlier to the ground wire on the OE connector.



You can see that ground wire with the new eyelet threaded up through the new harness on the airbag side.
The colors are the same as the front side with the addition of the new ground wire. I don't have a close picture of the old airbag connector on the new unit, but the process of splicing is the exact same.

Old Color	**New Color**
White/Orange	**Brown/White**
Gray/White	**Gray**
Black	**Black**

CONGRATS wiring is done. Your new clockspring should look something like this

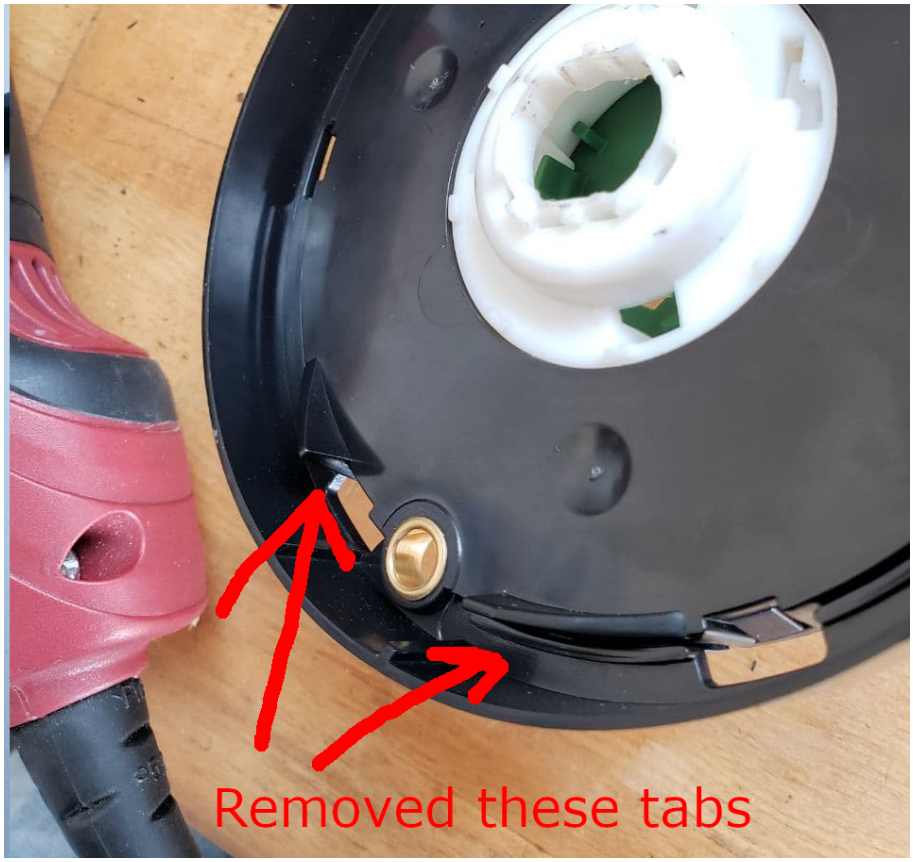


FITMENT

I guess this is the harder part of the process.

On the 1993, two of the three holes match up for mounting, so you'll need to drill. I ended up drilling 1/8th of an inch hole after marking where that top hole would need to be. You can do this by placing the clockspring onto the column and using any kind of pen or punch to mark the spot.

As well, I took out some plastic pieces on the inside of the dorman unit, but I'm not sure if I actually needed to do this for fitment. I removed the two plastic tabs using an oscillating saw, but you could use a hot knife or something.



Because the dorman unit mounts slightly different than OE, you will need slightly longer screws. I honestly do not know the thread pitch or exact length I personally used, but the one on the left side and the top was about a half an inch long, and I used about an inch long screw on the bottom. As well, because the dorman unit mounts differently, the eyelet ground will need to be

relocated to the front side instead of the back. See image

The Eyelet ground comes up through the hole conveniently placed next to the mounting hole. The chosen screw should press up against the eyelet when the bottom screw is all the way screwed in. This will create a solid ground.

Connect the backside connectors to where they were unplugged previously

Thread the two sets of wires on the front and plug in the horn/cruise connector FIRST. Do not connect the airbag or mount the wheel until you have validated the horn works.

Reconnect battery and test horn. If done correctly, congrats. If not, check your connections and make sure your wires correspond correctly. Before reconnecting the airbag, DISCONNECT THE BATTERY!!!!

Remove the green pull tab, mount the wheel, connect the airbag. Go back to the battery and reconnect. If you did this correctly, your airbag should not go off. You could always just not plug the airbag back in as well, but I kinda wanted the entire wiring to be completed with full function.

As long as the airbag does not get voltage when it isn’t supposed to, it will not go off.

Congrats, test cruise control now. I haven't gotten this far because my engine is apart but I'm gonna guess it works.

In summary, put the old connectors on the new unit, make sure the colors line up, and repurpose the ground wire from the cruise side on the Dorman unit for the airbag side on the fox unit. Fabricate appropriately, and mount

I wouldn't imagine this process is much different on other foxbodies. The key is that the colors just have to match up and whatever connection originates on the front is gonna come out the back in the same color. You can use this logic to apply to any connector that happens to be on your clockspring.