Function	Trade number
Exterior lights front	
Headlamps low beam	9005
Headlamps high beam	9005
Park and turn lamp	3457NA*
Side marker lamp	194
Cornering lamp	3156
Exterior lights rear	
Tail lamp, brakelamp, turn lamp	3357
Side marker	916
Backup lamp	3156
License plate lamp	168
High-mounted brakelamp	3156
Decklid reflector	168
Interior lights	
Luggage compartment lamp	912
Engine compartment lamp	912
Dome/map (with moon roof)	906
Dome/map lamp	
Dome	906
Map	168
Sun visor lighted mirror	•••
Front door courtesy lamp	168

Function	Trade number
Dual floorwell lamps	168
Rear reading/courtesy	912
Instrument panel lights	
Glove compartment	194
Ashtray lamp (console)	161
Headlamp switch illumination	37
Instrument courtesy lamps	89
Rear window defroster switch	••
Warning lights (all)	37
Radio illumination	•
Speedometer illumination	194
"PRND21" bulb	168
High beam indicator	37
Turn signal indicator	37
Climate Control panel lights	37
Instrument panel lights	194
Headlamp nomenclature	37

*NA means Natural Amber.
• Refer bulb replacement to a Ford-authorized radio service center.
•• Refer replacement to a Ford or Lincoln-Mercury dealer.
••• E9SZ-13466-B (Part No.)

93146G05

Light bulb application chart—1993–98 Mark VIII

CIRCUIT PROTECTION

Fuses

See Figures 85, 86, 87 and 88

All vehicles are equipped with a fuse panel located on the left side of the lower instrument panel. In addition, 1992–98 vehicles are equipped with a combination fuse/relay panel called the "engine compartment fuse box" which is located in the vicinity of the battery in the engine compartment.

REPLACEMENT

1. Locate the fuse panel and remove the cover, if necessary.
2. Look through the clear side of the fuse in question, to see if the metal wire inside is separated. If the wire is separated, the fuse is blown and must be replaced.
3. Remove the fuse by pulling it from its cavity; no special tools are required.
4. Replace the blown fuse only with one having the same amp rating for that particular circuit. Push the fuse straight in until the fuse seats fully in the cavity.

Fusible Links

Fuse links are used to protect the main wiring harness and selected branches from complete burnout, should a short circuit or electrical overload occur. A fuse link is a short length of insulated wire, integral with the engine compartment wiring harness. It is several wire gauges smaller than the circuit it protects and generally located in-line directly from the positive terminal of the battery.

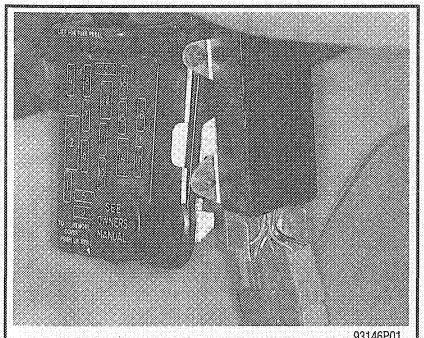
Production fuse links are color coded as follows:

- Gray: 12 gauge
- Dark Green: 14 gauge
- Black: 16 gauge
- Brown: 18 gauge
- Dark Blue: 20 gauge

When a heavy current flows, such as when a booster battery is connected incorrectly or when a short to ground occurs in the wiring harness, the fuse link burns out and protects the alternator or wiring.

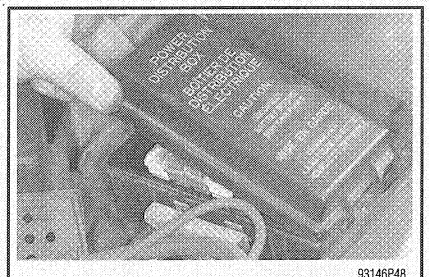
A burned out fuse link may have bare wire ends protruding from the insulation, or it may have only expanded or bubbled insulation with illegible identification. When it is hard to determine if the fuse link is burned out, perform the continuity test:

1. Make sure the battery is okay, then turn on the headlights or an accessory. If the headlights or accessory do not work, the fuse link is probably burned out.
2. If equipped with more than one fuse link, use the same procedure as in Step 1 to test each link separately.



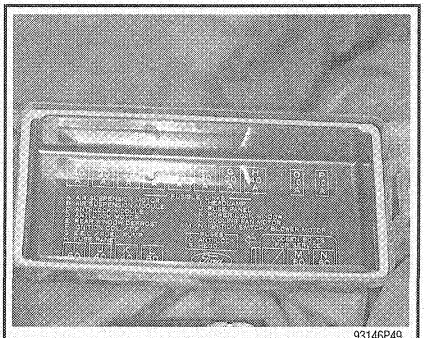
93146P01

Fig. 85 This fuse panel will actually fold down to give you easier access to the fuses and flashers



93146P48

Fig. 86 The cover for the engine compartment fuse box is easily removable. The engine compartment fuse box, with its fuses and relays, takes the place of the bundle of fusible links



93146P49

Fig. 87 The inside of the lid gives you the explanation of the fuse locations