

FIESTA

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DESCRIPTION

Front suspension is MacPherson strut type. A shock absorber is mounted to steering knuckle at bottom and to inner fender panel at top. It is surrounded by a coil spring. A tie rod ball joint connects steering knuckle arm to rack-and-pinion steering assembly. Lower ball joint connects underside of knuckle to lower control arm which attaches to frame member. A stabilizer bar attaches to same mounting as lower ball joint and connects to bushing mount at front of vehicle.

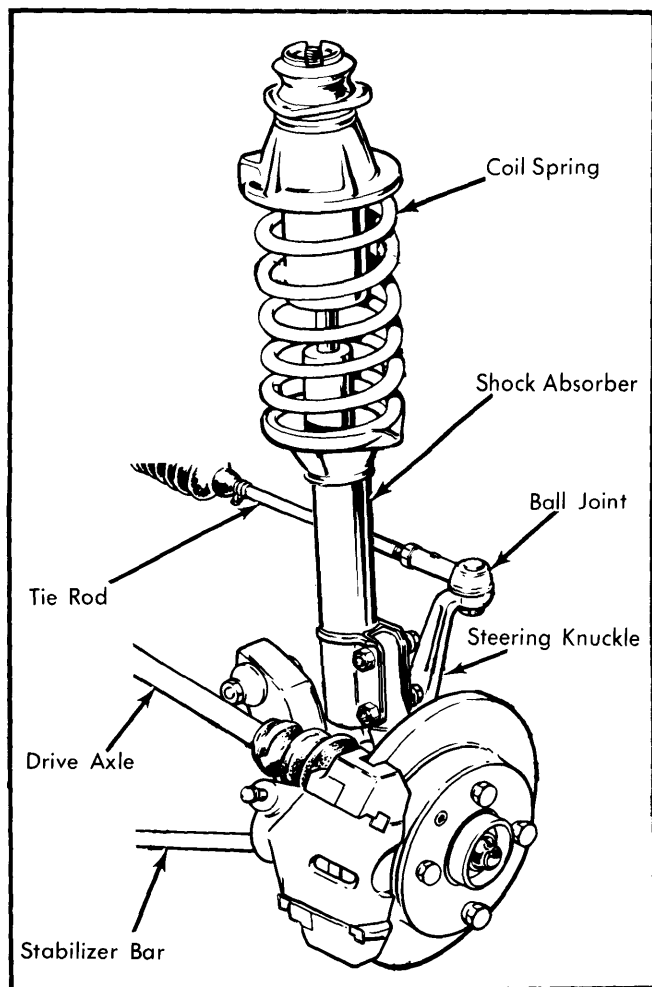


Fig. 1 Fiesta Front Suspension Assembly Components

ADJUSTMENTS

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications and Procedures* in *WHEEL ALIGNMENT* section.

WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in *WHEEL ALIGNMENT* section.

BALL JOINT CHECKING

See *Ball Joint Checking* in *WHEEL ALIGNMENT* section.

REMOVAL & INSTALLATION

STEERING KNUCKLE & STRUT ASSEMBLY

Removal – 1) Loosen wheel bolts. Raise and support front of vehicle and remove front wheel. Apply foot brake and remove drive axle retaining nut.

2) Detach flexible brake hose at coupling on holding clip and plug hose to prevent fluid loss.

3) Remove 3 bolts retaining stabilizer bar bracket to frame.

4) Detach tie rod end ball joint from steering knuckle arm.

5) Remove lower control arm pivot bolt. Remove 2 upper strut-to-fender retaining bolts and withdraw suspension and knuckle assembly.

Installation – To install, reverse removal procedure.

STRUT ASSEMBLY

Removal – 1) Loosen wheel bolts, raise and support front of vehicle. Remove front wheel.

2) Remove 2 bolts holding lower strut mounting to steering knuckle. Remove 2 upper strut-to-fender panel bolts and withdraw strut assembly from vehicle.

Disassembly – 1) Attach a suitable spring compressor to coil spring and compress enough to remove tension from top mount assembly.

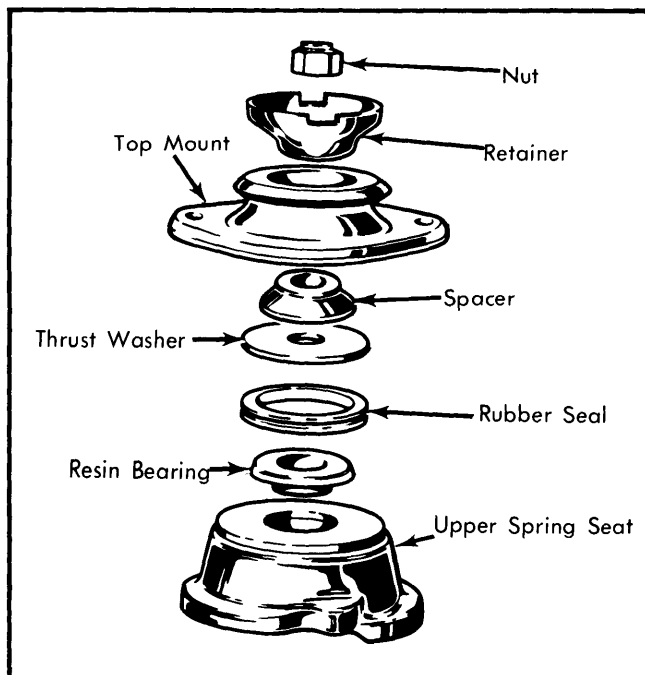


Fig. 2 Exploded View of Top Mount Components for Fiesta Strut Assembly

Front Suspension

FIESTA (Cont.)

Reassembly & Installation — To reassemble and install strut assembly, reverse appropriate procedures and note the following:

- Strut assembly is retained to steering knuckle with special bolts which have double-knurled design. If not installed, manufacturer recommends that these bolts be used to assure proper alignment of strut-to-knuckle (part no. E800622-S72).
- Be sure to hold piston rod with Allen wrench while installing top retaining nut.
- Reset toe alignment if necessary.

2) Remove top mount retaining nut by holding inner spindle with Allen wrench and turning nut off with box-end wrench.

NOTE — Newer designs of strut assembly incorporate a fully sealed shock absorber (not serviced by replacement cartridges). It is a "lifetime" type of unit. It is important to use Allen wrench to keep shock absorber rod from turning while removing and installing top nut; otherwise, gland seal will be damaged and leak.

3) Remove top mount assembly components. Remove tension from coil spring compressor and lift off coil spring.

LOWER CONTROL ARM

Removal — 1) Raise and support front of vehicle. Remove lower control arm pivot bolt.

2) Remove clinch bolt from ball joint stud at lower steering knuckle connection. Separate ball joint from knuckle.

3) Remove 2 bolts holding stabilizer bar to lower control arm. Remove control arm from vehicle.

Bushing Replacement — Using suitable driver, with control arm in vise, push out old bushings. Lubricate new bushings and press into place.

NOTE — It is important that bushings be pressed in quickly to keep bushing from deforming while being installed.

Installation — To install, reverse removal procedure, noting the following:

- Install stabilizer-to-control arm bolts loosely until rest of assembly is fully installed, then tighten bolts fully.

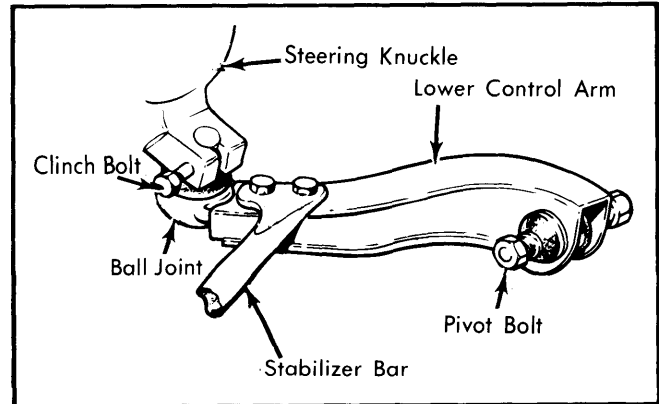


Fig. 3 Lower Control Arm Illustration
Showing Mounting Bolts and Related Components

STABILIZER BAR

Removal — 1) Raise and support front of vehicle. Remove stabilizer bar-to-bracket nut and washer from front end of stabilizer bar.

2) Remove stabilizer bar-to-lower control arm retaining nuts. Pull downward on lower arm to free stabilizer bar and remove bar from vehicle. Remove remaining washer on front of stabilizer bar.

Installation — 1) Position inner washer on front of stabilizer bar on lower control arm (with "Ford" marking upward) and install retaining bolts loosely.

2) Install outer washer and retaining nut on front end of stabilizer bar and tighten to specification.

3) Tighten stabilizer-to-lower control arm bolts and nuts.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Hub Retaining Nut	180-200 (24-27)
Control Arm Pivot Bolt	30-33 (4.2-4.6)
Ball Joint Clinch Bolt	5-18 (2.0-2.6)
Ball Joint-to-Control Arm	40-48 (5.6-6.6)
Strut-to-Steering Knuckle	74-88 (10.2-12.2)
Stabilizer Bar-to-Ft. Bracket	32-40 (4.5-5.6)
Stabilizer Bracket-to-Frame	30-38 (4.2-5.2)
Shock Absorber Top Nut	30-38 (4.2-5.2)
Top Mount-to-Fender	15-18 (2.0-2.4)
Allen Bolts-to-CV Joint	28-32 (3.8-4.5)