

FORD MOTOR CO.

"E", "F" & BRONCO MODELS

Drag Link Replacement — Replace drag link if ball stud is excessively loose or if drag link is bent. Do not attempt to straighten bent drag link. Remove cotter pins and nuts from drag link, ball studs, and from right connecting rod ball stud. Remove right connecting rod ball stud from drag link. Remove drag link ball studs in spindle and pitman arm. To reassemble, reverse disassembly procedure.

Tie Rod Replacement (Except Bronco & 4WD Models) —
 1) Replace tie rod(s) if ball stud is excessively loose, if tie rod is bent, or if threads are stripped. Do not attempt to straighten a bent tie rod. Remove cotter pin and nut from tie rod, then remove ball stud from mating part.

2) Loosen clamp bolt and turn rod out of adjustment sleeve. Lubricate threads of new tie rod, then turn it into adjustment sleeve to about same distance old rod was installed. This will approximate old toe-in setting. Install ball stud in mating part, tighten nut and install cotter pin.

3) Check toe-in and adjust if necessary. After adjusting toe-in, center adjustment sleeve clamps between locating nibs, position clamp flanges at their original angle, and tighten nuts.
NOTE — Bolt heads must be on top and nuts on bottom.

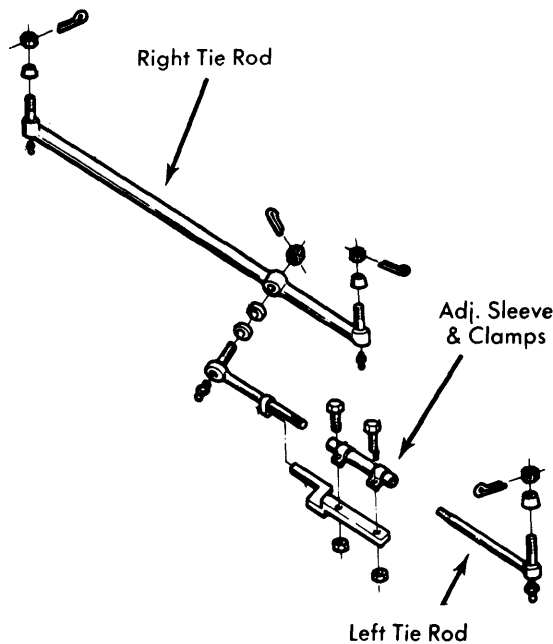


Fig. 1 Disassembled View of Steering Linkage for "E", "F" and Bronco Models

Pitman Arm Replacement (F100/150 4WD) — Replace pitman arm if ball stud is excessively worn or pitman arm is bent. Do not attempt to straighten bent pitman arm. Remove cotter pin and nut from pitman arm assembly, then remove drag link from pitman arm stud. Remove pitman arm attaching nut and washer, then remove arm from steering gear sector shaft using a suitable tool (T64P-3590-F). When installing new pitman arm, ensure wheels are in straight-ahead position before installing attaching nut and washer. Install pitman arm to drag link, tighten nut and install cotter pin.

ALL "P" MODELS WITH STRAIGHT "I" BEAM AXLE

Center Link End Replacement — 1) Remove cotter pin and nut from link end ball stud. Remove ball stud from spindle arm. Loosen clamp and turn link end out of link. Lubricate threads of new link end and screw into link about same distance as old unit to approximate original toe-in setting.

2) Install ball stud in spindle arm, tighten nut to specifications, and install cotter pin. Check toe-in and adjust as required. Check that link end clamps are $\frac{3}{16}$ " from end of link with clamp bolt at right angles to slot in end of link. Check that clamp does not interfere with steering movement from full-left to full-right positions.

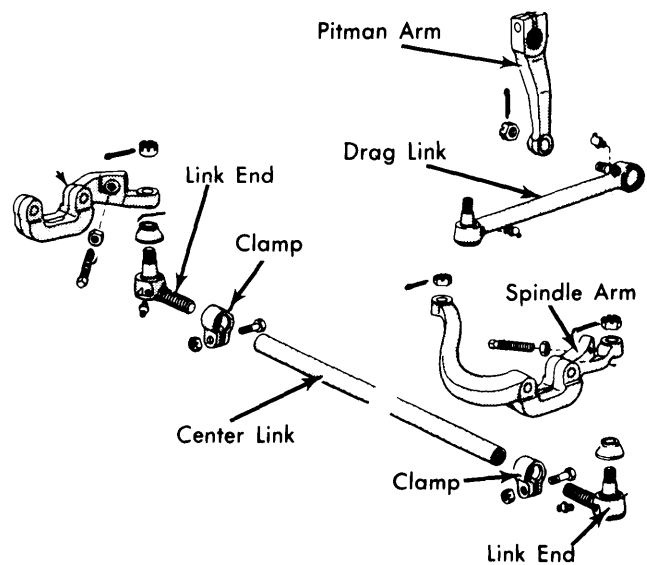


Fig. 2 Disassembled View of "P" Models with Straight "I" Beam Axle

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Steering Gear-to-Frame	65
Pitman Arm-to-Steering Gear	
"E" & "F" (2WD) Models	170-230
Bronco & F100 (4WD)	105-135
"P" Models & F250 (4WD)	130-170
Drag Link Studs	50-75
Spindle Connecting Rod Studs	60-70
Rod Clamps	
F100-250	35-45
F350	40-60
"E" Models	29-41