

# Steering Linkage

FORD MOTOR CO.

**All Models**

**Tie Rod & Link Replacement** – 1) Replace drag link or connecting rods if ball studs are excessively loose, components are bent or threads are stripped. Never try to straighten drag link or connecting rods.

2) Remove cotter pins and nuts from drag link, ball studs and right connecting rod ball studs. Remove right connecting rod ball stud from right spindle assembly and pitman arm.

3) Remove drag link ball studs from spindle and connecting rod assembly. Loosen clamp bolt and turn connecting rod out of adjustment sleeve.

4) Lubricate threads of new connecting rods. Turn rod into adjustment sleeve approximately the same distance as old rods. Position connecting rod ball studs in spindle arms.

5) Position new drag link, ball studs in spindle and connecting rod assembly and install nuts. Position the right connecting rod ball stud in the drag link and install nuts.

6) Tighten nuts and install cotter pins. Check vehicle toe-in and adjust if necessary.

**Pitman Arm Replacement** – 1) Replace pitman arm if arm is bent. Remove cotter pin and nut from drag link ball stud. Remove drag link ball stud from pitman arm. Remove pitman arm attaching nut and washer.

2) Remove pitman arm from steering gear sector shaft using tool T64P-3590-F.

3) Install new pitman arm on sector shaft with wheels in straight ahead position. Install pitman arm nut and washer. Install drag link ball stud on pitman arm, and install cotter pin.

## TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Steering Gear-to-Frame	
F-150/250 & Bronco 4WD .....	95-125
E-100/350 .....	54-66
F-100/350 2WD .....	70
Pitman Arm-to-Steering Gear .....	170-230
Drag Link Studs .....	50-75
Rod Clamps .....	30-42

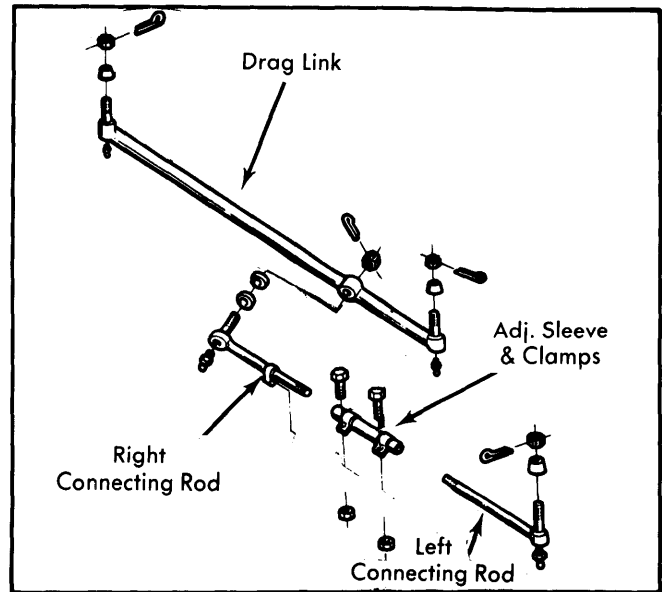


Fig. 1 Disassembled View of Steering Linkage (E100-350, F100-350)

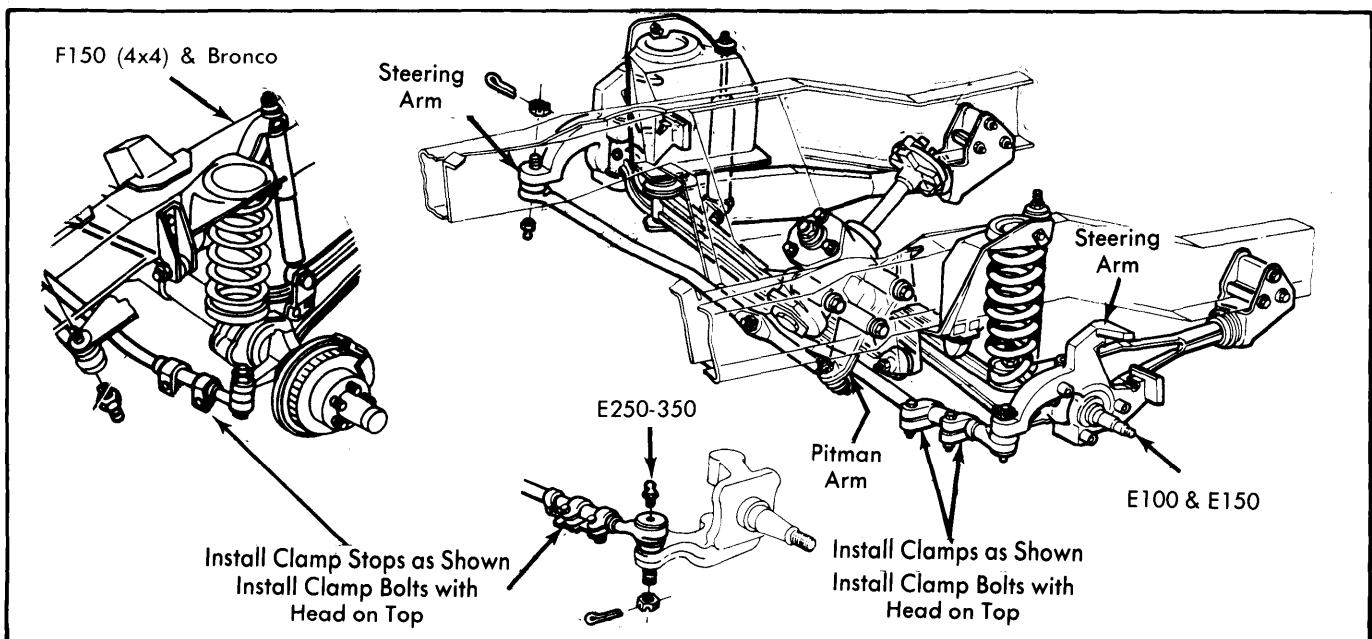


Fig. 2 Steering Linkage & Front Suspension Components "E" Models, F150 4-WD and Bronco Models; "F" Models Similar