

FORD

SERVICE PROCEDURES

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 the drag link and tie rod ball studs. Remove drag link ball studs from the right spindle and the pitman arm. Remove the tie rod ball studs from the left spindle and drag link.

3) Turn the drag link and tie rod ends (tie rod ends only on Van) into the tie rod end adjustment sleeve to about the same distance the old rods were installed.

4) Equalize the thread engagement of the short and long rod ends in adjustment sleeve for approximate toe-in setting. Position the drag link ball studs into the right spindle and the pitman arm.

5) Position the tie-rod ball studs into the left hand spindle and the drag link. Install all ball stud nuts and tighten. Install new cotter pins and check toe-in. Center adjustment sleeve clamps between locating ribs and tighten.

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.

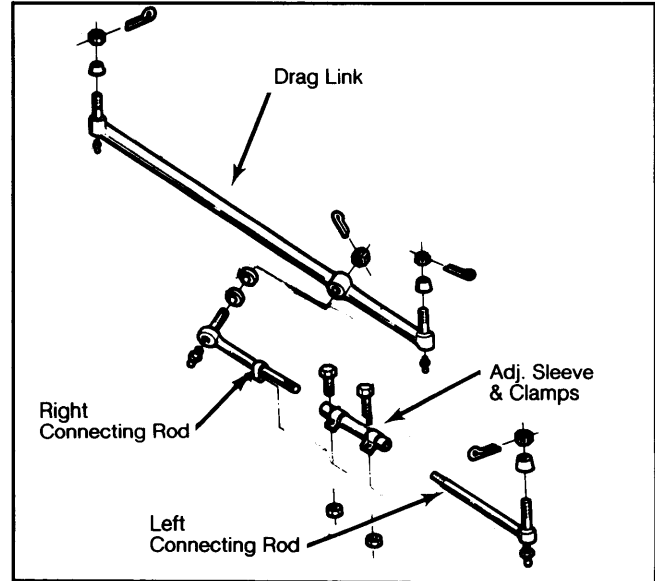
TIGHTENING SPECIFICATIONS

Application

Ft. Lbs. (N.m)

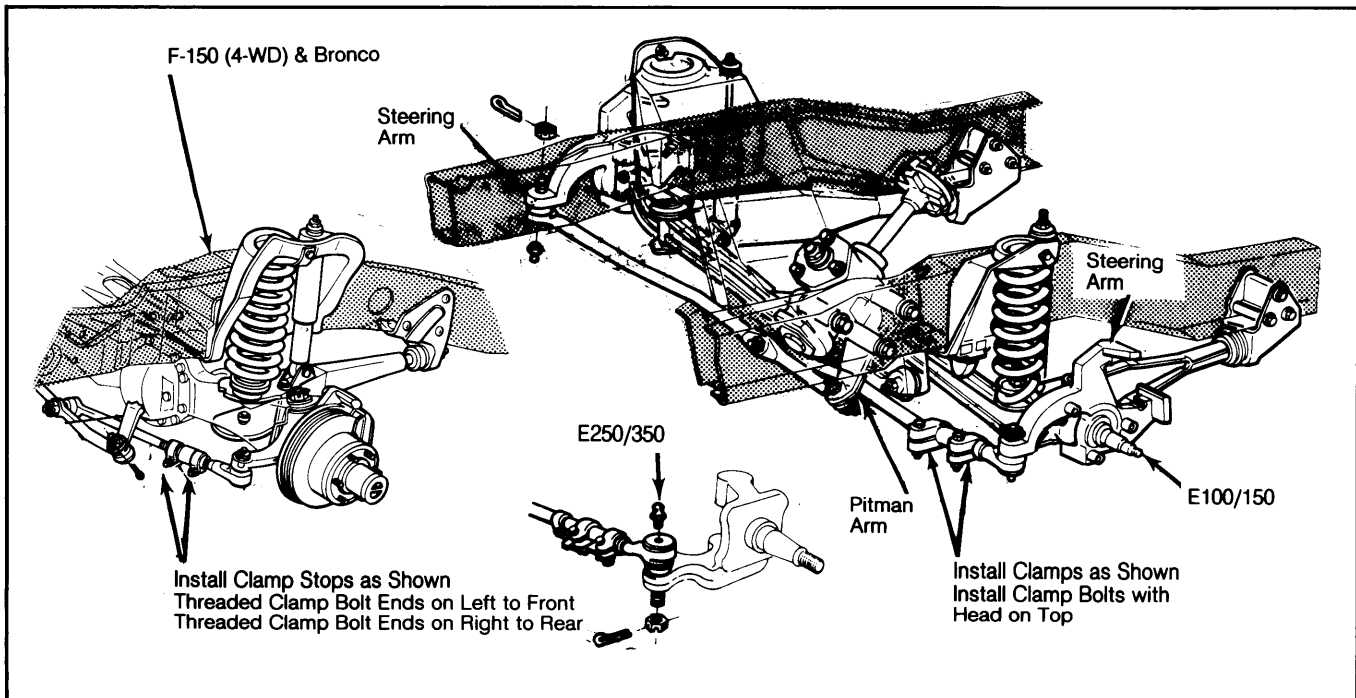
Steering Gear-to-Frame	70 (95)
Pitman Arm-to-Steering Gear	170-230 (231-313)
Drag Link Studs	50-75 (68-102)
Rod Clamps	30-42 (41-57)

Fig. 1: Disassembled View of Steering Linkage



Van and Pickup Models Shown

Fig. 2: Steering Linkage & Tie Rod Clamp Positioning



Van, F150 4-WD & Bronco Models shown, Pickup similar.