

1967-73 FORD MOTOR CO. INTERMEDIATE MODELS FRONT

- Comet (1967-69 & 1971-73)
- Cougar (1967-73)
- Mustang (1967-73)
- Torino (1971)
- Montego (1969-71)
- Falcon (1967-70)
- Fairlane (1965-70)
- Maverick (1970-73)

NOTE — For Montego and Torino front suspension after 1971, see 1965-73 Ford Motor Co. Upper Series Front in this Section.

DESCRIPTION

Ball joint independent suspension with front coil springs. Upper and lower ball joints are mounted to upper and lower control arms, respectively. A coil spring seats between the upper arm and top of spring housing. A double action shock absorber is bolted to arm and top of spring housing.

ADJUSTMENT

Caster & Camber — See Wheel Alignment Specifications & Adjustment in WHEEL ALIGNMENT Section.

Front Wheel Bearings — See Wheel Bearing Adjustment in WHEEL ALIGNMENT Section.

REMOVAL & INSTALLATION

BALL JOINTS

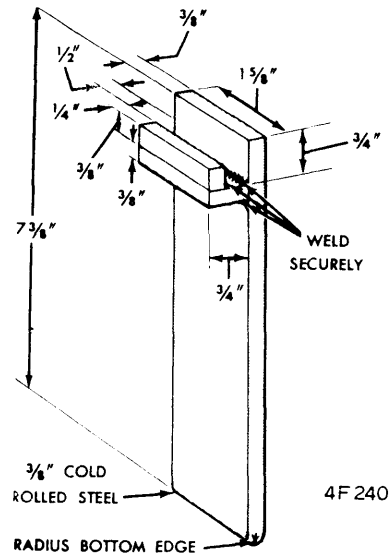
NOTE — After 1971, Ford Motor Co. does not recommend overhaul of control arm components. Replace entire control arm as an assembly.

UPPER BALL JOINT REPLACEMENT

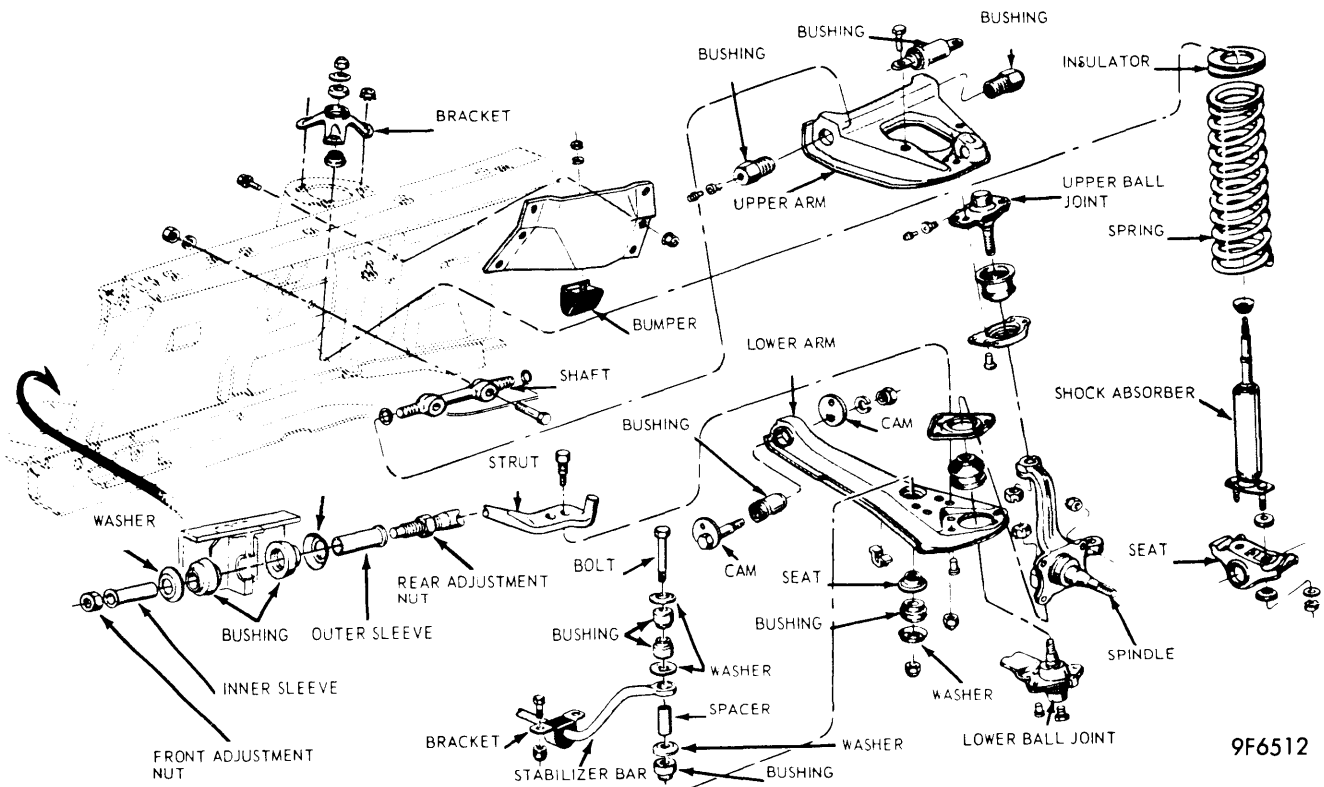
Removal — Ball joint can be replaced with control arm in vehicle, after installation of special support tool (wood block

for Montego, Torino, Comet, Maverick; steel tool for Mustang, Cougar). See illustration. **NOTE** — Install tool between underbody ledge and opening in upper control arm, adjacent to ball joint. Break ball joint loose from steering knuckle. Do not use tool pressure only to break joint loose, but strike with hammer once tool pressure is applied. Using chisel, cut off three retaining rivets and remove ball joint.

Installation — Reverse removal procedure, noting the following: use only specified attaching parts as supplied in service kit; do not re-rivet new ball joint to arm.



UPPER CONTROL ARM SUPPORT TOOL



FORD MOTOR CO. INTERMEDIATE FRONT SUSPENSION

1967-73 FORD MOTOR CO. INTERMEDIATE MODELS FRONT (Cont.)

STABILIZER BAR BUSHING & INSULATOR

Removal — Raise vehicle on hoist. Remove nut, washer, and insulator from lower end of stabilizer bar attaching bolt. Remove bolt and remaining washers, insulators, and spacer.

Installation — Reverse removal procedure, noting the following: stabilizer bar-to-lower arm bolt must be installed with head at top.

COIL SPRING

Removal — Remove shock absorber and upper mounting bracket as assembly. Raise and support vehicle and remove wheel and drum assembly. Install suitable spring compressor, remove upper arm-to-spring tower attaching nuts, and swing arm away from spring tower. Release spring compressor, remove tool, then remove spring.

Installation — Reverse removal procedure, tightening nuts and bolts to specifications. End of coil spring must be no more than 1/2" from tab on spring seat.

UPPER CONTROL ARM

Removal — Raise and support vehicle, remove wheel and shock absorber. Compress coil spring, using suitable tool. **NOTE** — On all V-8 models, remove air cleaner to obtain necessary clearance for spring compressor. Remove cotter pin from upper ball joint stud and loosen nut one or two turns. Do not remove nut. Position ball joint removal tool between upper and lower ball joint studs. **NOTE** — Seat tool against studs, not against stud nuts. Turn tool until pressure is applied to studs, then strike spindle with hammer to unseat joint from knuckle. Remove nut and lift out ball joint. Remove upper arm inner shaft attaching nuts and remove upper arm. **CAUTION** — When cleaning components, do not wash ball joint with solvent.

Installation — Reverse removal procedure, noting the following: always use specified keystone-type lock washers when installing upper control arm.

UPPER ARM BUSHING REPLACEMENT

Removal — Remove shock absorber and upper mounting bracket as assembly. Raise and support vehicle. Remove wheel and brake drum, as assembly. Compress spring and swing upper arm away from spring tower. Remove bushings.

Installation — Turn bushings until shaft is centered in control arm. Place a 3/4 x 8 1/16" spacer parallel with inner shaft and tighten bushings. Remove spacer. Reverse removal procedure.

LOWER CONTROL ARM

Removal — Place a wood block or special tool (see illustration) between upper arm and side rail. Raise vehicle, position safety stands, and remove wheel. Detach stabilizer bar and link. Remove strut-to-lower arm attaching nuts and bolts. Loosen lower ball joint nut one or two turns (do not remove). Install suitable removal tool between upper and lower ball joint studs. Apply pressure to studs with tool, strike spindle near lower joint stud until ball joint breaks loose, and remove ball joint nut. Lower the control arm. Remove lower arm-to-underbody cam bolt, nut, and washer. Remove arm.

Installation — Reverse removal procedure, torquing nuts and bolts to specifications. Check caster, camber, and toe-in.

LOWER ARM STRUT AND/OR BUSHING

Removal — Wedge a block of wood between upper arm and frame, for support. Raise vehicle and position safety stands. Remove wheel and tire assembly. Remove adjusting nut from front of strut. Using two pry bars approximately 18" long, pry front washer forward to separate inner sleeve from outer sleeve. Remove insulator from strut. Remove strut.

Installation — Install new rear washer (larger I.D.), outer sleeve, and insulator bushing on forward end of strut rod. Position strut into crossmember and to lower control arm. Install and torque attaching bolts and nuts.

WHEEL SPINDLE

Removal — Install special support tool (see illustration) between upper control arm and frame or underbody. Remove brake backing plate and tie out of way (do not disconnect brake hose). Remove spindle connecting rod end from spindle, using a suitable tool (3290-C). Remove ball joints from spindle. Remove spindle.

Installation — Reverse removal procedure and tighten nuts and bolts to specifications.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Ball Joint-to-Spindle.....	① 60-90
Compression Bumper.....	12-20
Upper Control Arm Inner Shaft.....	75-100
Lower Control Arm-to-Underbody.....	75-100
Control Arm Strut-to-Control Arm	
1967-69.....	55-70
1970-73.....	80-115
Brake Backing Plate-to-Spindle	
1967-69 Montego, Fairlane, Falcon.....	25-45
1967-69 Mustang, Cougar.....	28-45
1970-73 Drum Brake Models.....	20-35
1970-73 Disc Brake Models.....	9-14
Caliper-to-Spindle (Disc Brakes)	
Upper (Montego, Torino, Mustang, Cougar)....	100-140
Lower (Montego, Torino, Mustang, Cougar).....	55-75
Shock Absorber Upper Mounting	
Montego, Torino, Fairlane, Falcon.....	22-30
Maverick, Mustang, Cougar, Comet.....	10-15
Shock Absorber Lower Mounting.....	8-12
Stabilizer-to-Control Arm.....	6-12
Stabilizer-to-Body	
1967-69 Comet, Fairlane, Falcon.....	11-16
1967-69 Mustang, Cougar.....	17-25
1970-73 All.....	6-12
Upper Spring Seat-to-Arm Shaft	
1967-68 All.....	17-25
1969-73 All.....	25-40
Ball Joint-to-Control Arm	
1967-69 All.....	12-15
1970-73 All.....	15-18

① — Tighten to minimum, then tighten further to align next cotter pin hole.