

## 1965-73 FORD MOTOR CO. UPPER SERIES FRONT

Ford (1965-73)  
 Mercury (1965-73)  
 Meteor (1969-73)  
 Montego (1972-73)  
 Torino (1972-73)  
 Thunderbird (1965-73)  
 Lincoln Continental (1970-73)  
 Continental Mark III (1968-71)  
 Continental Mark IV (1972-73)

### DESCRIPTION

Ball joint suspension with coil spring between upper and lower control arms. Upper arm pivots on bushings and shaft assembly which is bolted to frame. Lower arm pivots on bolt in front crossmember. Stabilizer bar is attached to each lower control arm.

### 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

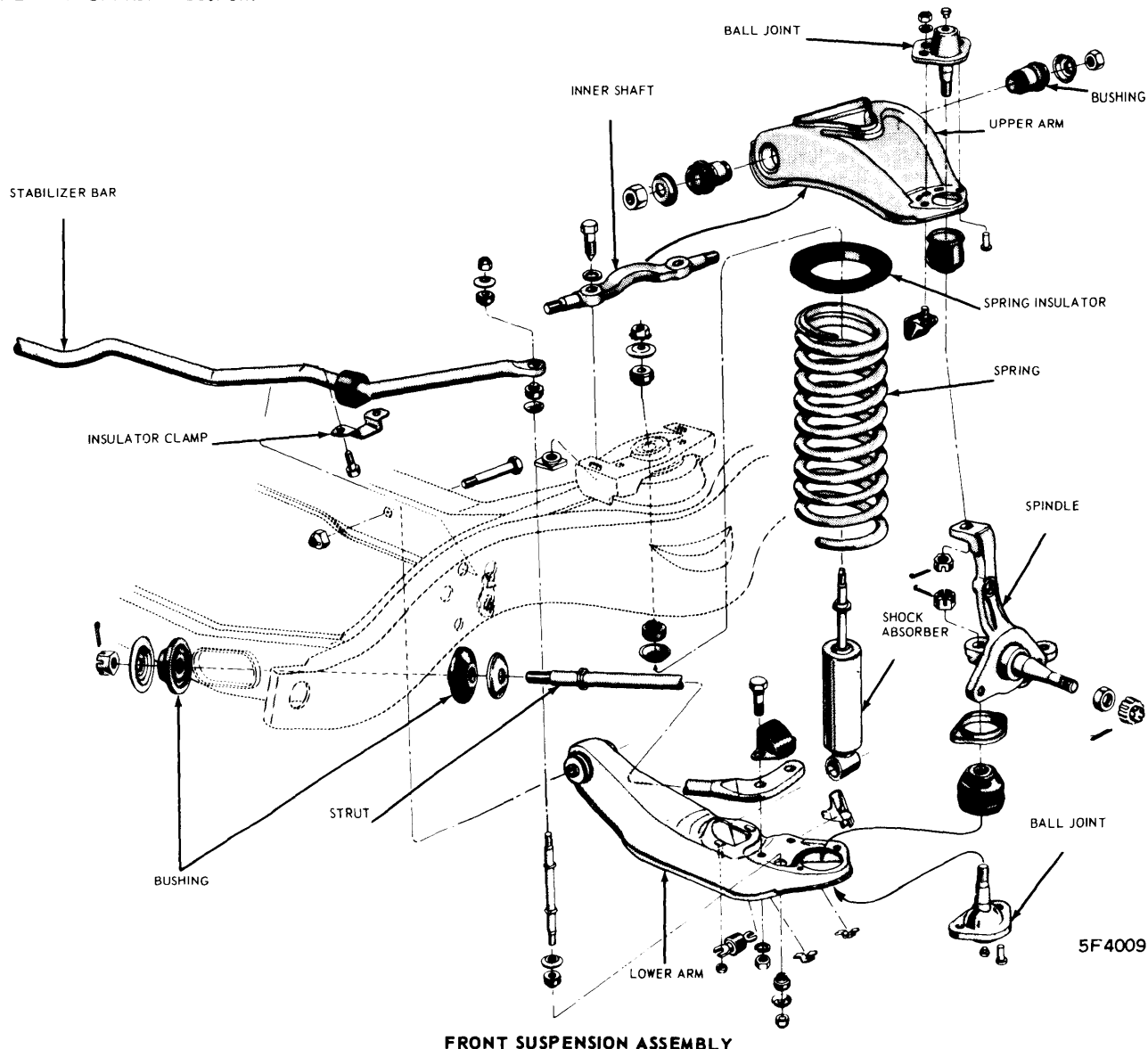
#### BALL JOINTS

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

**Removal, Upper Ball Joint (1965-71 Only)** — Ball joint can be replaced with control arm in vehicle after removing steering knuckle. Chisel rivet heads from ball joints and remove from arm.

**Installation** — Install upper arm bumper and torque to specifications. Position ball joint and torque as specified. **NOTE** — Do not rivet new ball joint to control arm. Attach only with special parts supplied in service kit. Install and torque steering knuckle. Install tire and wheel. Check front end alignment.

**Removal, Lower Ball Joint (1965-71 Only)** — Raise vehicle so that suspension is in full rebound. Drill out ball joint rivets, then raise lower control arm approximately 6". Detach ball joint stud from steering knuckle. Remove ball joint.



FRONT SUSPENSION ASSEMBLY

## 1965-73 FORD MOTOR CO. UPPER SERIES FRONT (Cont.)

**Installation** — Position ball joint and torque to specifications.  
**NOTE** — Do not rivet new ball joint to control arm. Attach only with special parts supplied in service kit. Position ball joint stud in steering knuckle and torque to specifications. Check front end alignment.

### STABILIZER BAR BUSHING & INSULATOR

**Removal** — Raise vehicle on hoist. Unscrew nut and remove 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 securing bolt must be inserted with bolt head at the top.

### LOWER ARM STRUT AND/OR BUSHING

**Removal** — Remove nut from lower arm strut (at frame) and slide washer and bushing from strut. Remove nuts, washers, and bolts attaching strut and rubber bumper to lower arm. Pull strut from frame. Remove rear side bushing, if necessary.

**Installation** — Reverse removal procedure. Tighten nuts and bolts to specifications. Check front end alignment.

### COIL SPRING

**Removal** — Raise vehicle and support front end of frame with jack stands. Place jack under the lower control arm. Disconnect shock absorber lower end. Remove bolts attaching strut and bumper to lower control arm. Detach lower end of sway bar stud from lower control arm. Unbolt inner end of lower control arm from crossmember. Slowly lower control arm and remove spring.

**Installation** — Reverse removal procedures, noting the following: spring must be positioned such that lower end of spring is no more than 1/2" from end of depression in arm.

### LOWER CONTROL ARM

**Removal** — 1) Raise front of vehicle and position safety stands under frame side rails. If equipped with drum brakes, remove wheel and drum as assembly, then unbolt backing plate and suspend from underbody (do not disconnect brake hose). If equipped with disc brakes, remove wheel, then remove and suspend brake caliper out of way (do not disconnect brake hose).

2) Unbolt lower end of shock absorber and push up into retracted position. Disconnect stabilizer bar link from lower control arm (if equipped). Unbolt strut from lower control arm.

3) Loosen lower ball joint stud nut one or two turns. Install suitable removal tool (T57P-3006-A) between upper and lower ball joint studs. Firmly seat tool against ends of both studs, but not touching stud nuts. Turn tool screw until pressure is applied to stud. Tap spindle with hammer, to loosen stud.

4) Position floor jack under lower control arm, unbolt inner end of lower control arm, lower jack, and remove spring and bumper. Remove ball joint nut, then remove control arm from spindle.

**Installation** — Reverse removal procedures, tightening nuts and bolts to specifications. Check front end alignment.

### UPPER CONTROL ARM

**Removal** — 1) Raise front of vehicle and position safety stands under frame side rails. If equipped with drum brakes, remove wheel and drum as assembly. If equipped with disc brakes, remove wheel and tire assembly only.

2) Loosen upper ball joint stud nut one or two turns. Install suitable removal tool (T57P-3006-A) between upper and lower ball joint studs. Firmly seat tool against ends of both studs, but not touching stud nuts. Turn adapter screw until pressure is applied to stud.

3) Tap spindle with hammer, to loosen stud. Remove tool and place floor jack under lower control arm. Remove upper ball joint stud nut and upper inner shaft bolts. Remove shaft and upper arm as assembly. Remove bumper from arm.

**Installation** — Reverse removal procedures, tightening nuts and bolts to specifications. Check front end alignment.

### UPPER CONTROL ARM BUSHINGS (OFF CAR)

**Removal** — Remove nuts and washers from both ends of upper control arm inner shaft. Install suitable removal tools on shaft and arm, place assembly on arbor press, and remove bushings (see illustration).

**Installation** — Reverse removal procedure, using suitable tools. Install new nuts and washers.

### FRONT WHEEL SPINDLE

**Removal** — 1) Raise front of vehicle and place supports under frame. If equipped with drum brakes, remove wheel and drum as assembly. Unbolt and remove backing plate and suspend it out of way (do not disconnect brake hose). If equipped with disc brakes, remove wheel, detach caliper and suspend out of way (do not disconnect brake hose).

2) Remove hub and rotor from spindle. Unbolt splash shield from spindle. Using suitable removal tool (OTC462), remove steering connecting rod from spindle. Loosen both ball joint stud nuts one or two turns. Loosen both ball joint studs, as previously described.

3) Position floor jack under lower control arm. Remove ball joint stud nuts and lower the control arm enough to remove spring and spindle.

**Installation** — Position spindle to lower ball joint stud, install attaching nut, and tighten to specification. Reverse remaining removal procedures. Check front end alignment.

### TIGHTENING SPECIFICATIONS

Application	Ft.Lbs.
Lower Arm-to-Crossmember	
1965-72 .....	60-90
1973 .....	80-110
Upper Arm-to-Frame .....	100-140
Upper Arm-to-Shaft .....	60-90
Upper Arm Bumper .....	10-18
Stabilizer Bar-to-Lower Arm .....	6-12
Ball Joint-to-Spindle (Upper & Lower)	
1965-72 .....	⓪ 60-90
1973 .....	⓪ 80-120
Strut-to-Lower Arm .....	80-115
Stabilizer Bar-to-Frame .....	18-30
Shock Absorber (Upper) .....	20-30
Shock Absorber (Lower) .....	12-18
Caliper-to-Spindle (Upper Bolt) .....	110-140
Caliper-to-Spindle (Lower Bolt) .....	90-120
Splash Shield-to-Spindle (Disc) .....	9-14
Backing Plate-to-Spindle (Drum) .....	24-45
Strut-to-Frame .....	⓪ 75-105

⓪ — Torque to minimum specification, then tighten nut further to align cotter pin hole.