

1968-73 FORD MOTOR CO. UPPER SERIES REAR

Ford, All Upper Series (1968-73)
 Mercury, All Upper Series (1968-73)
 Torino (1972-73)
 Montego (1972-73)
 Thunderbird (1968-73)
 Lincoln Continental (1968-73)
 Continental Mark III (1968-71)
 Continental Mark IV (1972-73)

► CHANGES, CAUTIONS, CORRECTIONS

► **CONTROL ARM PIVOT CAUTION** — If a control arm pivot bolt or nut is loosened or removed for any reason, both nut and bolt must be replaced with new parts.

DESCRIPTION

Rear axle housing is suspended from frame by upper and lower control arms and shock absorbers. Torino, Montego, Thunderbird, and Mark IV have two upper and two lower control arms. All other models have one upper arm, two lower arms and a track bar. Each coil spring is mounted between lower seat on axle housing and upper seat which is integral with frame. On single upper arm units, arm attaches to right

side of axle housing through eccentric pivot bolt and to frame crossmember. Track bar connects between upper arm bracket and mounting bracket at left frame side rail. Rear stabilizer bar is standard on Mark IV and Thunderbird and also on Torino and Montego when equipped with special handling package.

ADJUSTMENT

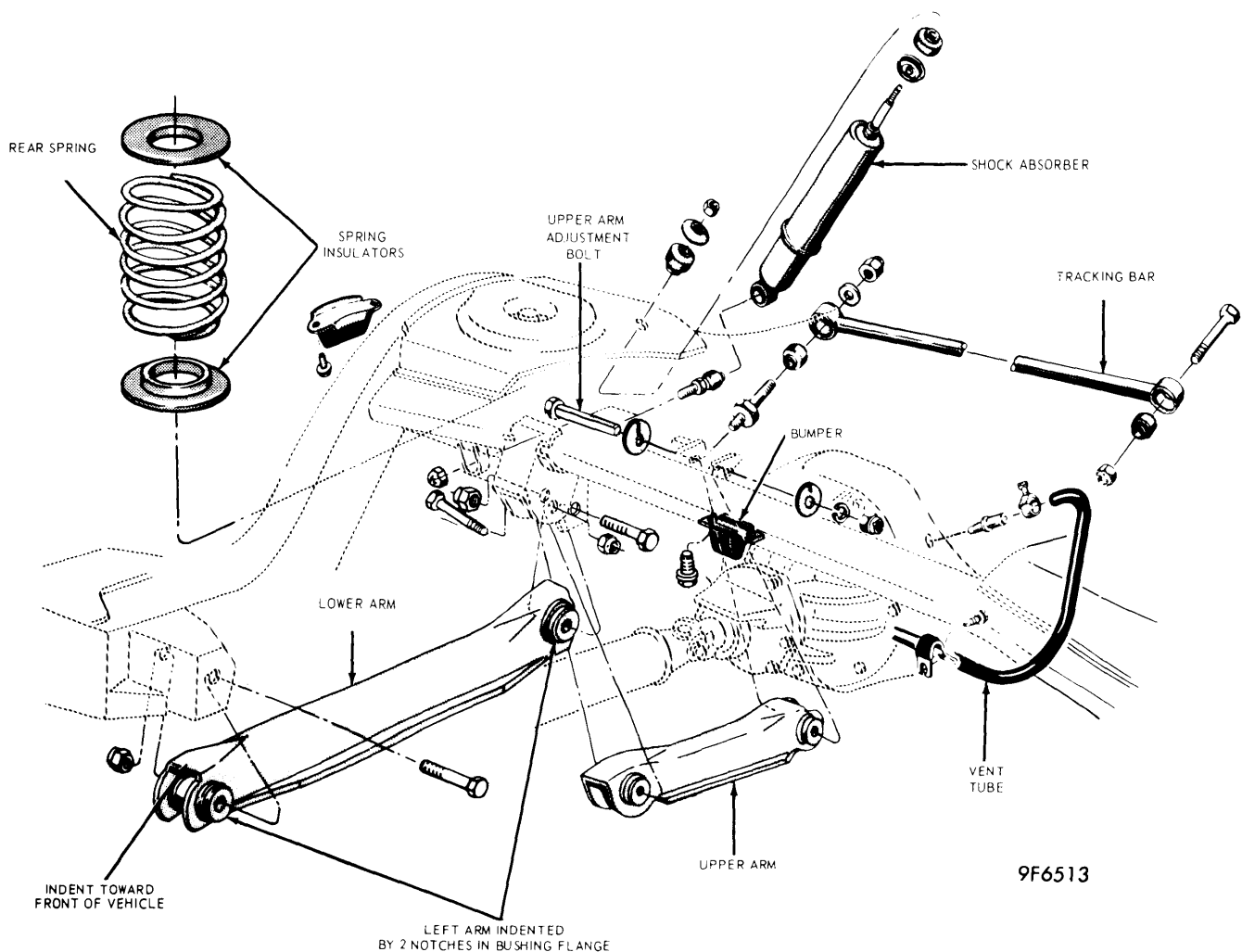
Pinion Angle — See *Ford Motor Co. Propeller Shaft Alignment* in REAR AXLE Section.

REMOVAL & INSTALLATION

COIL SPRING

Removal — Raise vehicle on hoist (supporting axle) and place jack stands under side rails. Disconnect lower shock absorber mounting. On Ford, Mercury, Meteor, and Continental, disconnect brake hose from brake tube and remove hose bracket clip. Lower hoist and axle housing until coil springs are released. Remove springs and insulators from vehicle.

Installation — Reverse removal procedure, torquing nuts to specifications.



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REAR SUSPENSION ASSEMBLY (TYPICAL)

Front & Rear Suspension

1968-73 FORD MOTOR CO. UPPER SERIES REAR (Cont.)

LOWER CONTROL ARM

NOTE — After 1971, Ford Motor Co. recommends replacement of both lower control arms, although only one may require replacement.

Removal — Raise vehicle on hoist and place jack stands under frame side rails. Detach track bar from frame mounting bracket. Lower axle enough to relieve spring pressure. Support axle under pinion nose and under axle housing, unbolt lower arm from axle bracket, and disengage arm from mounting. Remove pivot bolt from frame bracket and withdraw control arm from vehicle.

Installation — Reverse removal procedure, noting the following: do not torque pivot bolts until both are in place and axle is raised to proper position.

UPPER CONTROL ARM

NOTE — Position of upper control arm determines pinion nose and propeller shaft angle. When upper control arm is removed, pinion angle must be adjusted. See Ford Motor Co. Propeller Shaft Alignment in REAR AXLE Section.

Removal — Raise vehicle and support frame side rails with jack stands. Support axle. Remove track bar (if equipped) from frame bracket. Lower and support axle under housing and differential pinion nose. Detach upper arm from axle housing. Unbolt arm from crossmember. Remove arm from vehicle.

Installation — Reverse removal procedure, noting the following: Do not torque bolts until arm is in place, track bar installed, and axle raised to proper position. Adjust pinion angle.

TRACK BAR (CONTINENTAL, FORD, MERCURY, METEOR)

Removal — Raise vehicle on axle contact hoist. Remove rubber cover at axle attachment on track bar. Detach track bar from upper arm bracket. Unbolt track bar from frame side rail. Remove bar from vehicle.

Installation — Reverse removal procedure, using new attaching nuts and bolts.

STABILIZER BAR (TORINO, MONTEGO, T-BIRD, MARK IV)

Removal — Raise vehicle, with floor jack, at axle housing. Unbolt stabilizer bar from link assemblies at both sides. Remove nuts retaining mounting bracket to lower mounting clamp. Remove stabilizer bar from vehicle.

Installation — Place new axle insulators on stabilizer bar and position bar in vehicle. **NOTE** — Color coded end of bar must be on left hand side. Install new nuts retaining mounting brackets to lower clamps. Torque to specifications. Install new bolts and nuts retaining rear link assemblies to stabilizer bar. **NOTE** — Bolts must be installed from outboard side.

1968-69 TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Control Arm Nut	
(All 1968 Except Mark III)	60-80
(All 1969 & 1968 Mark III)	70-90
Control Arm Bolt	
(All 1968 Except Mark III)	80-110
(All 1969 & 1968 Mark III)	90-120
Track Bar	80-105
Axle Bumper-to-Frame	
(Except Mark III)	9-13
(Mark III)	Self-tapping
Shock Absorber Upper Attachment	20-28
Shock Absorber Lower Attachment	50-85

1970-72 TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Control Arm Nut	70-90
Control Arm Bolt	90-120
Track Bar	85-110
Axle Bumper-to-Frame	
(Ford & Mercury)	9-13
(Except Ford & Mercury)	Self-tapping
Shock Absorber Upper Attachment	15-25
Shock Absorber Lower Attachment	50-85

1973 TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Shock Absorber Upper Attachment	14-26
Shock Absorber Lower Attachment	50-85
Upper Arm-to-Axle, Nut	
Ford, Merc., Meteor, Continental	65-85
Upper Arm-to-Axle, Bolt	
Ford, Merc., Meteor, Continental	100-130
T-Bird, Mark IV, Torino, Montego	90-120
Track Bar-to-Axle Bar Stud	
Ford, Merc., Meteor	70-90
Continental	85-100
Track Bar Stud-to-Axle	
Ford, Merc., Meteor, Continental	90-150
Track Bar-to-Frame	
Ford, Merc., Meteor, Continental	70-90
Lower Control Arm-to-Axle	
Bolt — Ford, Merc., Meteor, Continental	90-120
Nut — Ford, Merc., Meteor, Continental	80-100
Nut — T-Bird, Mar IV, Torino, Montego	100-130
Lower Control Arm-to-Frame	
Bolt — Ford, Merc., Meteor, Continental	90-120
Nut — Ford, Merc., Meteor, Continental	70-90
Nut — T-Bird, Mark IV, Torino, Montego	100-130
Stabilizer Bar Mounting	
T-Bird, Mark IV, Torino, Montego	12-20
Rear Link Assembly-to-Bracket	
T-Bird, Mark IV, Torino, Montego	6-12