1971-73 PINTO FRONT

Pinto (1971-73)

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.

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 – On 1972 & later models, Ford Motor Co. does not recommend replacement of ball joints as separate components. If ball joints are defective, replace entire control arm assembly.

Removal, Lower Ball Joint (1971) – Raise vehicle. Drill 1/8" hole in rivet heads, then drill off remainder of rivet heads with 3/8" drill. Use a suitable drift and drive rivets from ball joint. Support lower control arm enough to relieve spring tension. Remove ball joint stud nut. Position suitable tool (T71P-3006-A) between upper and lower ball joint studs and turn tool adjusting screw until pressure is applied to studs. Strike spindle near lower ball joint until joint breaks loose.

Installation – To install, reverse removal procedure, attaching ball joint with parts supplied in service kit.

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 caster, camber and toe-in.

COIL SPRING

Removal – Raise vehicle and support front end of frame with jack stands. Place jack under 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. Remove upper shock absorber nut and remove shock. Unbolt inner end of lower control arm from crossmember. Slowly lower the control arm and remove spring.

Installation – Reverse removal procedures, noting the following: spring must be positioned such that lower end of spring is not more than 1/2" from end of depression in arm.

LOWER CONTROL ARM

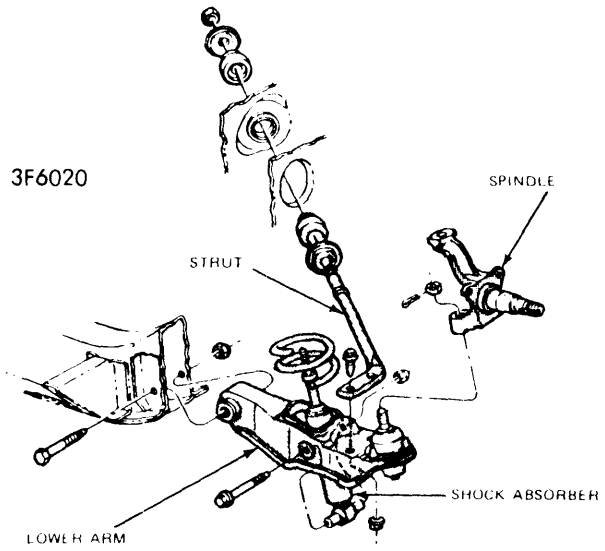
Removal – 1) Raise front of vehicle and position safety stands under frame side rails. If equipped with drum brakes, remove wheel and drum as assembly, then unbolt backing plate and suspend out of way (do not disconnect brake hose). If equipped with disc brakes, remove wheel, then remove and suspend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

3) Loosen lower ball joint stud nut one or two turns. Install suitable removal tool (T71P-3006-A) between upper and lower ball joint studs. Firmly seat tool against ends of both studs, but not touching stud nuts. Turn adjusting screw until pressure is applied to stud. Strike spindle with hammer, to break joint loose.

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

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



LOWER CONTROL ARM

UPPER CONTROL ARM

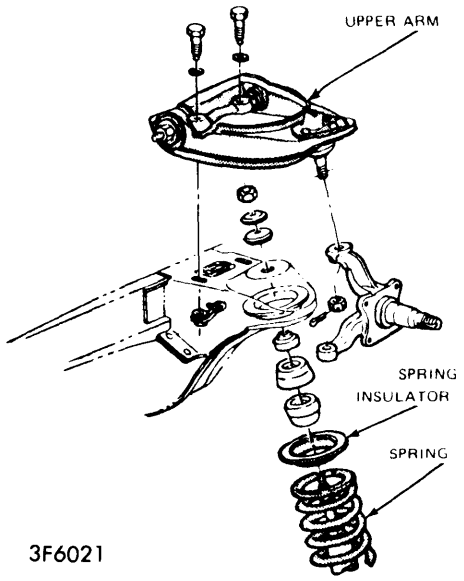
Removal – 1) Raise front of vehicle and position safety stands under frame side rails. If equipped with drum brakes, remove wheel and drum as assembly. If equipped with disc brakes, remove wheel and tire assembly only.

2) Loosen upper ball joint stud nut one or two turns. Install suitable removal tool (T71P-3006-A) between upper and lower ball joint studs. Firmly seat tool against both studs, but not touching stud nuts. Turn adjusting screw until pressure is applied to stud. Strike spindle until stud breaks loose.

3) Position floor jack under lower control arm. Remove upper ball joint stud nut and upper inner shaft bolts. Remove shaft and upper arm as an assembly. Remove bumper from arm.

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

1971-73 PINTO FRONT (Cont.)



UPPER CONTROL ARM

UPPER CONTROL ARM BUSHINGS (OFF CAR)

Removal – Remove nuts and washers from ends of upper inner shaft. Install suitable removal tool (T71P-3044-A) and break bushings loose. Repeat removal on opposite end.

Installation – Clamp tool to upper control arm, to ensure proper alignment for installation. Position arm in arbor press, with bushing cup under arm, to prevent damage to bottom end of shaft. Press bushing into arm, to bushing shoulder. Repeat procedure on opposite end.

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 backing plate and suspend out of way (do not disconnect brake hose). If equipped with disc brakes, remove wheel, then remove and suspend caliper out of way (do not disconnect brake hose). Remove hub and rotor from spindle. Unbolt splash shield from spindle.

2) 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	75-110
Upper Arm-to-Frame	75-105
Stabilizer Bar-to-Lower Arm	35-50
Ball Joint-to-Spindle (Upper & Lower)	① 60-90
Strut-to-Lower Arm	35-50
Stabilizer Bar-to-Frame	6-12
Shock Absorber (Upper)	22-30
Shock Absorber (Lower)	60-80
Backing Plate-to-Spindle	20-35
Strut-to-Frame	60-80

① – Torque to minimum specification, then tighten nut further to align cotter pin hole.