

Front & Rear Suspension

FORD & MERCURY FRONT EXC. COMET & MAVERICK

Ford (Exc. Maverick)
Mercury (Exc. Comet)

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 *Caster and Camber Adjustments and Specifications in WHEEL ALIGNMENT Section.*

RIDING HEIGHT

See *Riding Height Adjustments and Specifications in WHEEL ALIGNMENT Section.*

FRONT WHEEL BEARINGS

See *Wheel Bearing Adjustment in WHEEL ALIGNMENT Section.*

BALL JOINT CHECKING

See *Ball Joint Checking in WHEEL ALIGNMENT Section.*

REMOVAL & INSTALLATION

BALL JOINTS

NOTE — Upper and lower control arms must always be replaced as an assembly. Do not install ball joints or other components in used control arm.

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. Check caster, camber and toe-in.

COIL SPRING

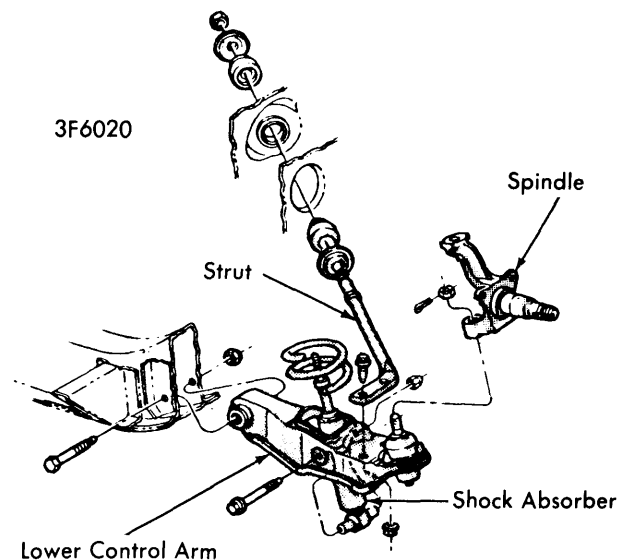
Removal — Raise vehicle and support front end of frame with jack stands. Place jack under lower control arm and disconnect shock absorber lower end. Remove bolts attaching strut and bumper to lower control arm. Detach lower end of sway bar stud from lower control arm. On Pinto and Mustang models, remove upper shock absorber nut and remove shock. On all models, 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 not more than 1/2" from end of depression in arm.

LOWER CONTROL ARM

Removal — Raise front of vehicle and position safety stands under frame side rails. If equipped with drum brakes, remove wheel and drum as an assembly, then unbolt backing plate and suspend from underbody (do not disconnect brake hose). If equipped with disc brakes, remove wheel and tire assembly, then remove and suspend brake caliper out of way (do not disconnect brake hose). 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. Loosen lower ball joint stud nut one or two turns. Install suitable removal tool (T71P-3006A) on Mustang and Pinto models. On all other models, install suitable removal tool (T57P-3006A). Tool is installed 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. Tap spindle with hammer to loosen stud. Position floor jack under lower control arm, unbolt inner end of lower control arm, lower jack, and remove spring and insulator. Remove ball joint nut, then remove control arm from vehicle.

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



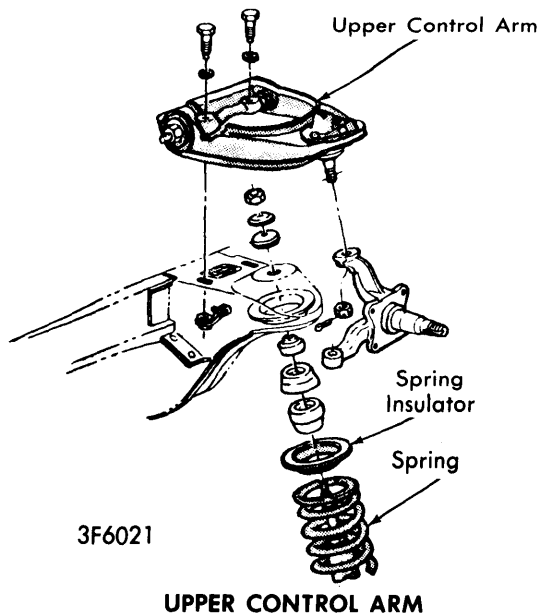
LOWER CONTROL ARM

UPPER CONTROL ARM

Removal — Raise front of vehicle and position safety stands under frame side rails. If equipped with drum brakes, remove wheel and drum as an assembly. If equipped with disc brakes, remove wheel and tire assembly only. Loosen upper ball joint stud nut one or two turns. Install suitable removal tool 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. 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 an assembly. Remove bumper from arm.

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

FORD & MERCURY FRONT EXC. COMET & MAVERICK (Cont.)

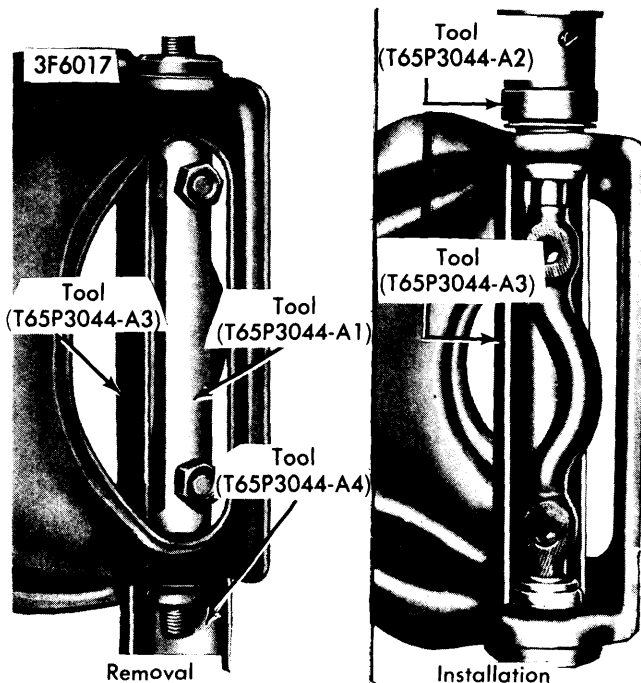


UPPER CONTROL ARM

UPPER CONTROL ARM BUSHINGS (OFF CAR)

Removal (Pinto & Mustang Only) – Remove nuts and washers from ends of upper inner shaft. Install suitable removal tool (T71P-3044A) and break bushing loose. Repeat removal on other end.

Installation (Pinto & Mustang Only) – 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 other end.



UPPER ARM BUSHING REPLACEMENT
(EXCEPT PINTO & MUSTANG)

Removal (All Other Models) – 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 (All Other Models) – Reverse procedure, using suitable tools. Install new nuts and washers.

FRONT WHEEL SPINDLE

Removal – 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. Suspend backing plate out of way (do not disconnect brake hose). If equipped with disc brakes, remove wheel and tire assembly. Remove caliper assembly and suspend out of way (do not disconnect brake hose). 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. Position floor jack under lower control arm. Remove ball joint stud nuts and lower control arm enough to remove spring and spindle.

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

TIGHTENING SPECIFICATIONS

All Models (Exc. Pinto & Mustang)

Application	Ft. Lbs.
Lower Arm-to-Crossmember	80-110
Upper Arm-to-Frame	100-140
Upper Arm Bumper	10-18
Stabilizer Bar-to-Lower Arm	6-12
Ball Joint-to-Spindle (Upper)	60-90⊙
(Lower)	80-120⊙
Strut-to-Lower Arm	80-115
Stabilizer Bar-to-Frame	14-26
Shock Absorber (Upper)	22-30
(Lower)	12-18
Caliper-to-Spindle (Exc. Torino & Montego)	110-140
(Torino & Montego)	90-120
Splash Shield-to-Spindle (Disc)	9-14
Backing Plate-to-Spindle (Drum)	24-45
Strut-to-Frame	75-105⊙

Pinto & Mustang

Application	Ft. Lbs.
Lower Arm-to-Crossmember	75-110
Upper Arm-to-Frame	75-105
Stabilizer Bar-to-Lower Arm	10-18
Ball Joint-to-Spindle (Upper & Lower)	60-90⊙
Strut-to-Lower Arm	35-50
Stabilizer Bar-to-Frame	6-12
Shock Absorber (Upper)	22-30
(Lower)	60-80
Backing Plate-to-Spindle	20-35
Strut-to-Frame	60-80

⊙ – Torque to minimum specification; then, tighten nut to align cotter pin slot.