

## FORD MOTOR CO.

Ford & Mercury  
LTD II, Cougar & Thunderbird  
Lincoln Continental & Mark V

### DESCRIPTION

The rear axle housing is suspended from the frame by upper and lower control arms and a shock absorber at each side. Ford, Mercury and Continental are equipped with three control arms (one upper and two lower). All other models are equipped with four control arms (two upper and two lower). Each coil spring is mounted between a lower seat which is welded to the axle housing, and upper seat which is integral with frame. Ford, Mercury and Continental vehicles are equipped with a track bar connected between upper arm bracket and bracket on left frame side rail. A rear stabilizer bar is standard on Mark V, Thunderbird and Cougar XR-7 vehicles, and is optional on LTD II, Cougar and Ranchero vehicles.

### ADJUSTMENT

#### RIDING HEIGHT

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

#### PROPELLER SHAFT PINION ANGLE

See *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, and Lincoln, disconnect

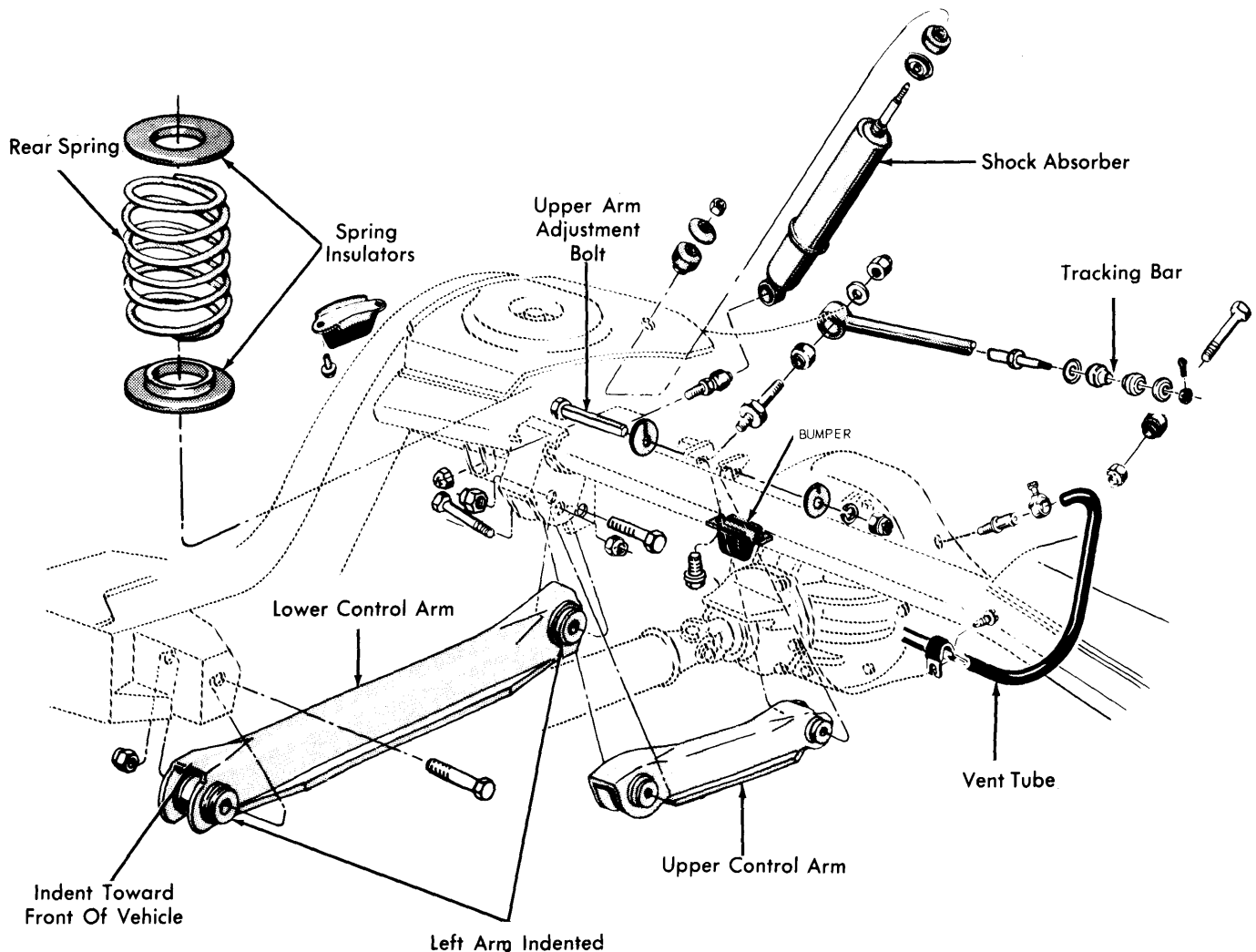


Fig. 1 Exploded View of Ford Coil Spring Type Rear Suspension Assembly

# Rear Suspension

## FORD MOTOR CO. (Cont.)

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 and note the following: Ensure coil spring insulator is installed between upper end of spring and frame seat. After installation, bleed brake hydraulic system on Ford, Mercury and Lincoln Continental models.

### LOWER CONTROL ARM

**Removal** — **NOTE** — *When one lower control arm requires replacement, both lower control arms must be replaced.* 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

**Removal** — **NOTE** — *On LTD II, Cougar, Thunderbird and Mark V models, if one arm requires replacement, both arms must be replaced.* Raise vehicle and place safety stands under frame side rails. Support axle and, if equipped, disconnect track rod from frame. Lower axle and support under housing and 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 propeller shaft pinion angle.

### TRACK BAR

**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

**Removal** — Raise vehicle with floor jack at axle housing. Remove bolts and nuts that fasten stabilizer bar assembly to rear link assemblies. Remove nuts that fasten 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** — *Colored coded end of bar must be on left hand side.* Install new nuts retaining mounting brackets to lower clamps. Tighten nuts and bolts. Install new bolts and nuts retaining rear link assemblies to stabilizer bar. **NOTE** — *Bolts must be installed from outboard side.*

### TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Shock Absorber (Upper Mounting)	
Thunderbird, Lincoln & Mark V .....	22-30
All Others .....	20-26
Shock Absorber (Lower Mounting) .....	65-85
Upper Arm-to-Axle .....	120-130
Track Bar-to-Axle Bar Stud .....	75-85
Track Bar Stud-to-Axle .....	140-150
Track Bar-to-Frame .....	50-70
Lower Arm-to-Axle .....	120-130
Lower Arm-to-Frame .....	120-130
Stabilizer Bracket-to-Frame .....	18-20
Stabilizer-to-Rear Link .....	16-20
Stabilizer-to-Lower Arm .....	50-55