

Front Suspension

FORD MOTOR CO., SINGLE ARM

Fairmont & Zephyr

REMOVAL & INSTALLATION

DESCRIPTION

Front suspension is modified "Mac Pherson" strut type with coil spring located between lower control arm and No. 2 crossmember.

ADJUSTMENT

CASTER & CAMBER

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

RIDING HEIGHT

See *Riding Height Adjustments 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.*

BALL JOINTS

NOTE — Ball joints and lower suspension arm bushings are not serviced separately and must be replaced as an assembly. Ball joint seals are replaceable.

STABILIZER BAR BUSHING & INSULATOR

Removal — Raise vehicle and place support under lower arm. Disconnect each stabilizer link, insulator attaching clamps and remove bar assembly. Cut worn sleeves and insulators from stabilizer bar.

Installation — Lubricate necessary parts and install plastic sleeves with flange inboard. Slide insulators onto bar over sleeves. Use new attaching hardware with head of bolt at the bottom. Tighten to specifications.

LOWER ARM STRUT AND/OR BUSHING

Removal — 1) Raise vehicle and place stands just aft of control arm on jack pad. Remove wheel and tire, then disconnect stabilizer bar link. Remove brake caliper and rotor. Place floor jack under control arm and remove steering gear bolts.

2) Use tie rod removal tool 3290C (or equivalent) to remove tie rod from spindle. Remove both control arm bolts and lower

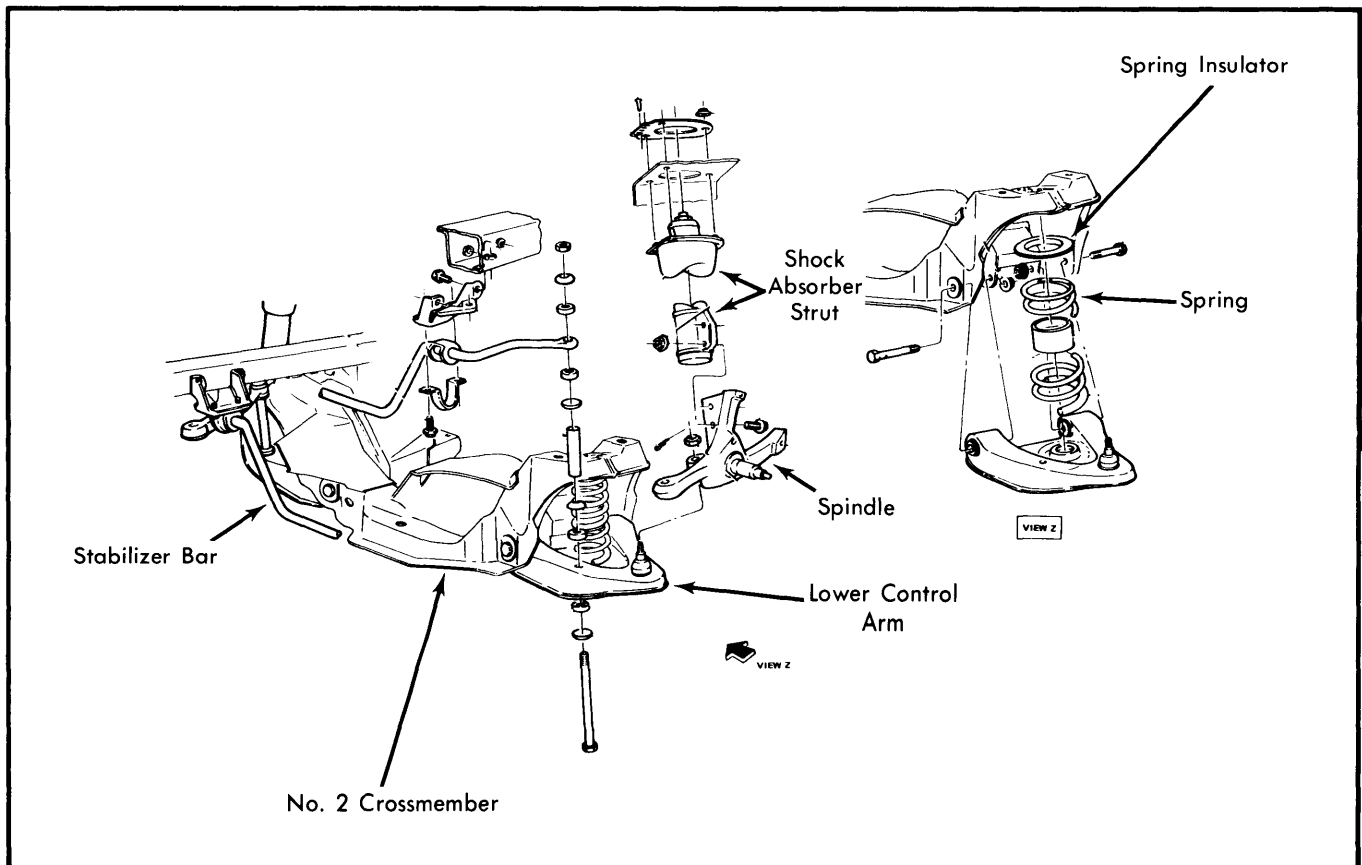


Fig. 1 Exploded View Single Arm Front Suspension

FORD MOTOR CO., SINGLE ARM (Cont.)

jack to take out coil spring. Remove cotter pin from ball joint stud nut and back off nut one or two turns. Tap spindle boss smartly to relieve stud pressure and remove ball joint nut. Remove lower control arm.

COIL SPRING

Removal - 1) Raise vehicle and position on jack stands. Remove wheel and tire. Disconnect stabilizer bar link from control arm. Remove disc brake caliper and rotor assembly dust shield, and place floor jack under control arm.

2) Remove steering gear bolts and move steering gear out of way. Remove both lower control arm-to-crossmember bolts. Lower floor jack and remove coil spring.

Installation - 1) Position coil spring in upper spring pocket with spring damper, upper spring insulation and rubber hose in place. Be sure end of spring is properly positioned between the two holes in lower control arm.

2) Raise floor jack carefully until lower control arm can be attached to the crossmember. Install lower arm to crossmember attaching bolts and nuts. Install steering gear bolts and disc brake dust shield. Install stabilizer bar links and wheel and tire. Lower vehicle and tighten lower control arm nuts with vehicle weight on suspension.

FRONT WHEEL SPINDLE

Removal - 1) Raise vehicle and remove wheel and tire. Remove disc brake dust shield and links from stabilizer bar to lower control arm. Remove tie rod end from spindle using tool 3290C. Loosen ball joint stud nut but do not remove.

2) Raise floor jack under lower control arm to compress coil spring and remove stud nut. Remove two bolts and nuts that hold spindle to shock strut. Compress shock strut for clearance and remove spindle.

Installation - To install wheel spindle, reverse removal procedure and tighten all nuts and bolts to specifications.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Lower Arm-to-Crossmember	200-220
Stabilizer Bar-to-Lower Control Arm	9-12
Ball Joint-to-Spindle	100-120
Stabilizer-to-Frame	20-26
Shock Strut	
Upper	60-75
Lower	150-180
Backing Plate-to-Spindle	9-14
Tie Rod End	35-47
Caliper-to-Spindle	30-40