

FORD MOTOR CO.

Ford & Mercury (Exc. Pinto & Bobcat)
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

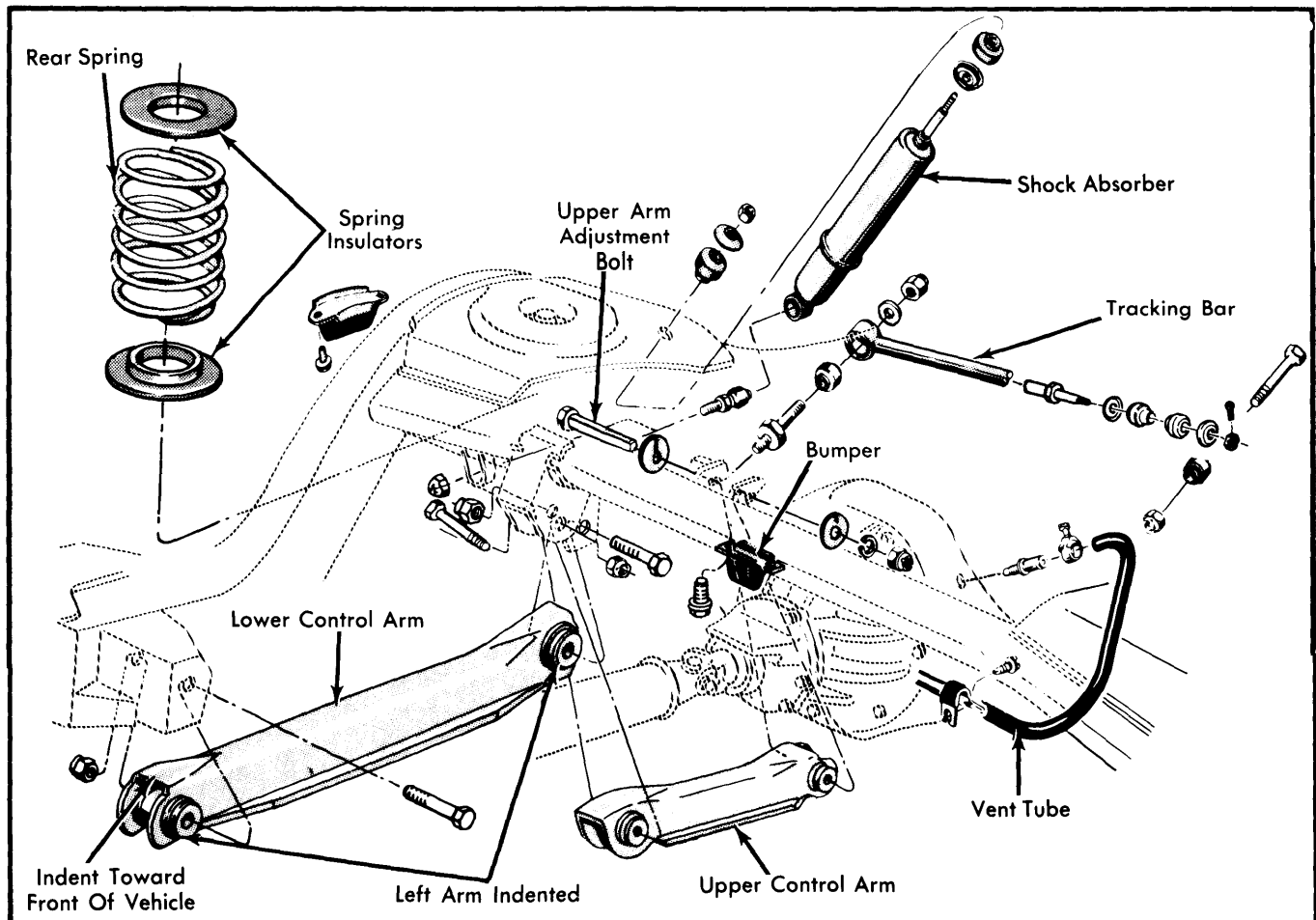
See *Propeller Shaft Alignment* in **REAR AXLE** Section.

REMOVAL & INSTALLATION

COIL SPRING

Removal (All Exc. Capri, Mustang, Fairmont & Zephyr) – Raise vehicle on hoist (supporting axle) and place jack stands under side rails. Disconnect lower shock absorber mounting and brake hose from brake tube. Remove hose bracket clip, and lower hoist and axle housing until coil springs are released. Remove spring and insulator from vehicle.

Installation (All Exc. Capri, Mustang, Fairmont & Zephyr) – 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.



**Fig. 1 Coil Spring Type Rear Suspension Assembly
(Ford, Mercury & Lincoln Continental)**

Rear Suspension

FORD MOTOR CO. (Cont.)

Removal (Capri, Mustang, Fairmont & Zephyr) – Raise vehicle and support at rear body crossmember. Lower hoist until shock absorbers are fully extended. Rear axle must be supported by stand. Place transmission jack under lower arm and remove attaching bolts and nuts. Lower transmission jack slowly to release spring load. Remove coil spring and insulator.

NOTE – If one spring must be replaced, both springs must be replaced.

Installation (Capri, Mustang, Fairmont & Zephyr) – Position internal damper in place and install spring in seat. Slowly raise transmission jack until new pivot bolts can be installed with nut facing outward. Lower transmission jack and raise axle to riding height. Tighten bolts to specification and remove supports.

LOWER CONTROL ARM

NOTE – When one lower control arm requires replacement, both lower control arms must be replaced.

Removal (Exc. Capri, Mustang, Fairmont & Zephyr) – Raise vehicle on hoist and place jack stand under frame 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 arm from vehicle.

Removal (Capri, Mustang, Fairmont & Zephyr) – Raise vehicle and support body at the rear crossmembers. Support axle and lower hoist until shock absorbers are fully extended. Release coil spring load by lowering transmission jack and remove bolt and nut. Lower hoist and remove spring, lower arm attaching bolt and lower arm.

Installation (All Models) – Reverse removal procedure, noting the following: Do not torque bolts until both are in place and axle is raised to riding height.

UPPER CONTROL ARM

NOTE – On all except Ford, Mercury and Lincoln Continental, if one arm requires replacement, replace both arms.

Removal (Exc. Capri, Mustang, Fairmont & Zephyr) – Raise vehicle and place safety stands under frame side rails. Support axle and, if equipped, disconnect track bar from frame. Lower axle and support under housing and pinion nose. Detach upper arm from axle housing and unbolt from crossmember. Remove control arm from vehicle.

Installation (Exc. Capri, Mustang, Fairmont & Zephyr) – Reverse removal procedure and note the following: Do not tighten bolts fully until axle is at riding height and track bar installed. Adjust propeller shaft pinion angle.

Removal (Capri, Mustang, Fairmont & Zephyr) – Raise vehicle and support at frame crossmember. Remove rear, then front pivot bolts and nuts. Remove control arm from vehicle.

Installation (Capri, Mustang, Fairmont & Zephyr) – Position control arm and insert front pivot bolt with nut facing outward. Install rear pivot bolt with nut facing inboard. Raise suspension to curb height and tighten nuts and bolts to specifications.

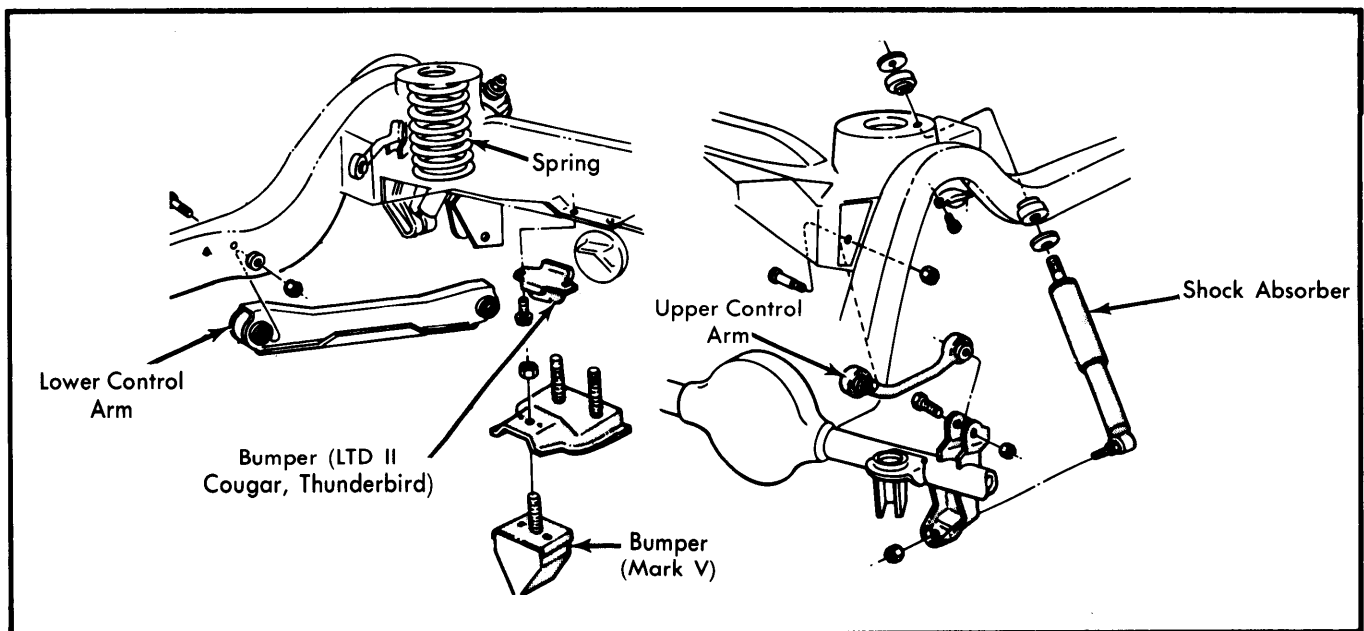


Fig. 2 View of Rear Suspension (LTD II, Cougar, Thunderbird & Mark V)

FORD MOTOR CO. (Cont.)

TRACK BAR

Removal (Ford, Mercury & Continental) — 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 (Ford, Mercury & Continental) — Reverse removal procedure, using new attaching nuts and bolts.

STABILIZER BAR

Removal (LTD II, Cougar, Mark V & Thunderbird) — 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 (LTD II, Cougar, Mark V & Thunderbird) — Position stabilizer bar in vehicle with color coded end of bar to left hand side. Install mounting brackets to "U" bolts using new nuts. Install rear link to stabilizer bar with bolts being installed from outboard side.

Removal (Capri, Mustang, Fairmont & Zephyr) — Raise vehicle and remove four attaching bolts from bar to lower bracket. Remove stabilizer bar.

Installation (Capri, Mustang, Fairmont & Zephyr) — To install, reverse removal procedure and note the following: Bar must be installed with color code toward passenger side.

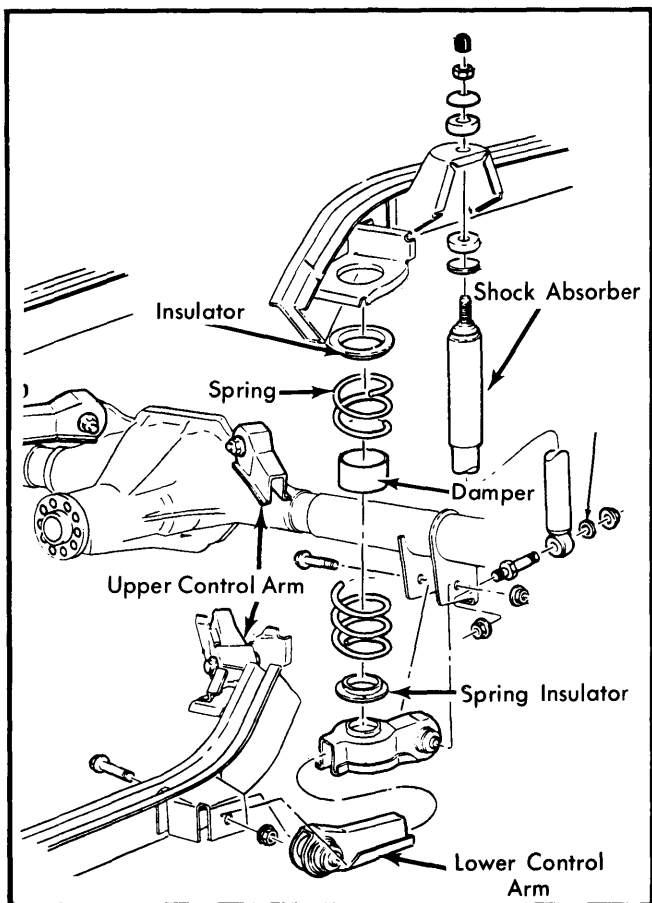


Fig. 3 View of Rear Suspension (Capri, Mustang, Fairmont & Zephyr)

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Shock Absorber Upper	
Thunderbird, Mark V,	
LTD II, Cougar	22-30
Ford, Mercury, Continental	20-26
Capri, Mustang, Fairmont & Zephyr	14-26
Shock Absorber Lower	
Thunderbird, Mark V,	
LTD II, Cougar	54-80
Ford, Mercury, Continental	65-85
Capri, Mustang, Fairmont & Zephyr	40-55
Upper Arm-to-Axle	
All Exc. Fairmont & Zephyr	120-130
Capri, Mustang, Fairmont & Zephyr	70-100
Track Bar-to-Axle	
Ford, Mercury & Continental	140-150
Track Bar-to-Axle Track Bar Stud	
Ford, Mercury & Continental	75-85
Track Bar-to-Frame	
Ford, Mercury & Continental	50-70
Lower Arm-to-Axle	
Capri, Mustang, Fairmont & Zephyr	70-100
All Others	120-130
Lower Arm-to-Frame	
Capri, Mustang, Fairmont & Zephyr	70-100
All Others	120-130
Stabilizer Bracket-to-Frame	
Thunderbird, Mark V,	
LTD II, Cougar	18-20
Stabilizer-to-Rear Link	
Thunderbird, Mark V,	
LTD II, Cougar	16-20
Stabilizer Bar-to-Lower Arm	
Ford Mercury, Continental	50-55
Capri, Mustang, Fairmont & Zephyr	30-40