

FORD MOTOR CO., SINGLE ARM

Capri & Mustang
Fairmont & Zephyr

DESCRIPTION

Front suspension is modified MacPherson 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.

REMOVAL & INSTALLATION

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 CONTROL ARM

Removal — 1) Raise vehicle and place stands just behind control arm on jack pad. Remove wheel and tire, then disconnect stabilizer bar link. Remove brake caliper and rotor. Remove steering gear bolts and position gear out of way.

2) Use tie rod removal tool 3290C to remove tie rod from spindle. Remove cotter pin from ball joint stud nut and loosen nut one or two turns. Tap spindle boss sharply with hammer to

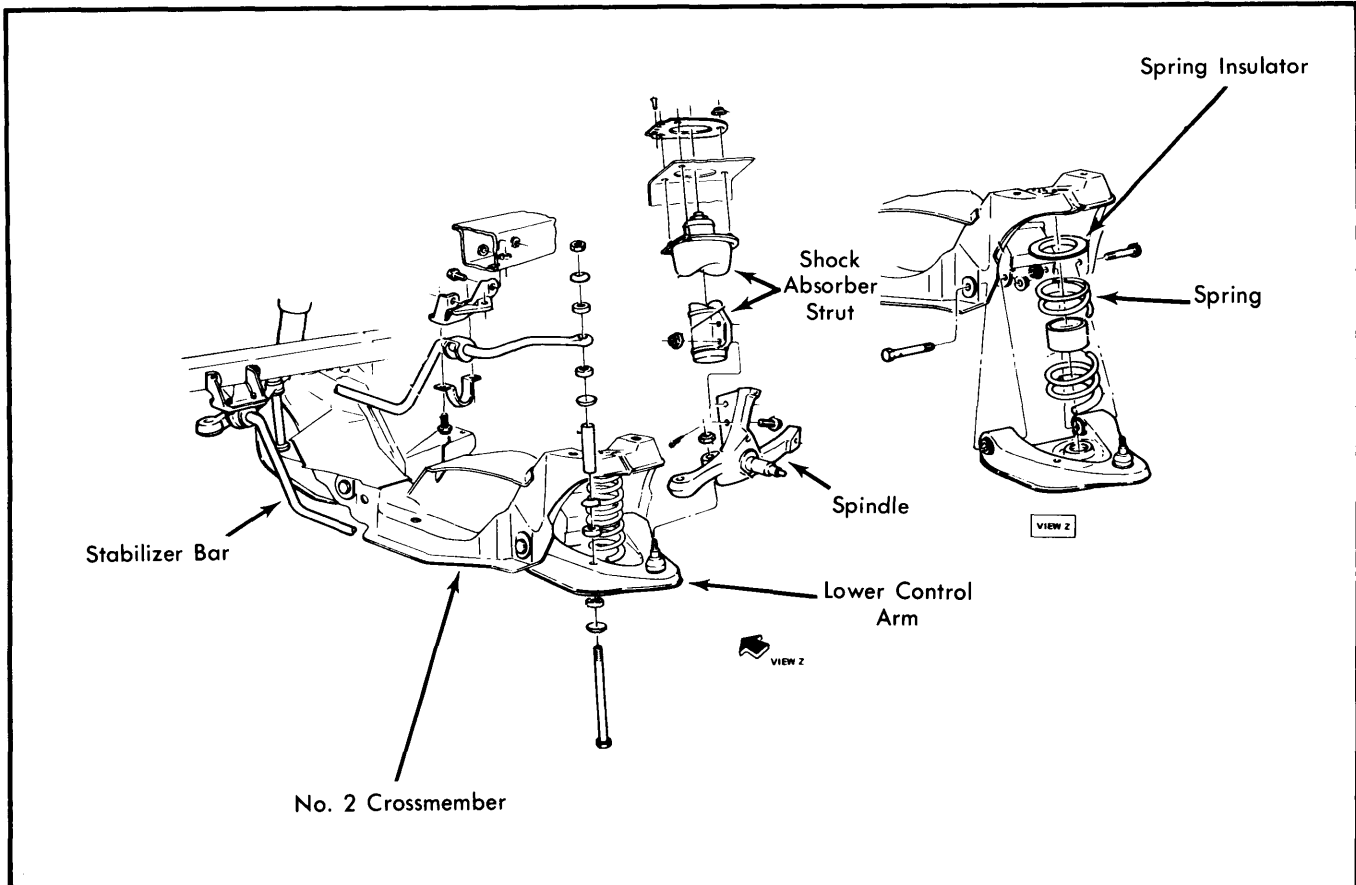


Fig. 1 Exploded View of Ford Motor Co. Single Arm Front Suspension Assembly

Front Suspension

FORD MOTOR CO., SINGLE ARM (Cont.)

relieve stud pressure. Place floor jack under lower arm, supporting arm at both bushings. Remove both control arm bolts, lower jack slowly and carefully and remove spring and lower control arm.

Installation — To install, reverse removal procedure and check front end alignment.

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 Arm	9-12
Ball Joint-to-Spindle	80-120
Stabilizer-to-Frame	35-50
Shock Strut	
Upper	60-75
Lower	150-180
Tie Rod End-to-Spindle	35-47
Steering Gear-to-Crossmember	90-100