

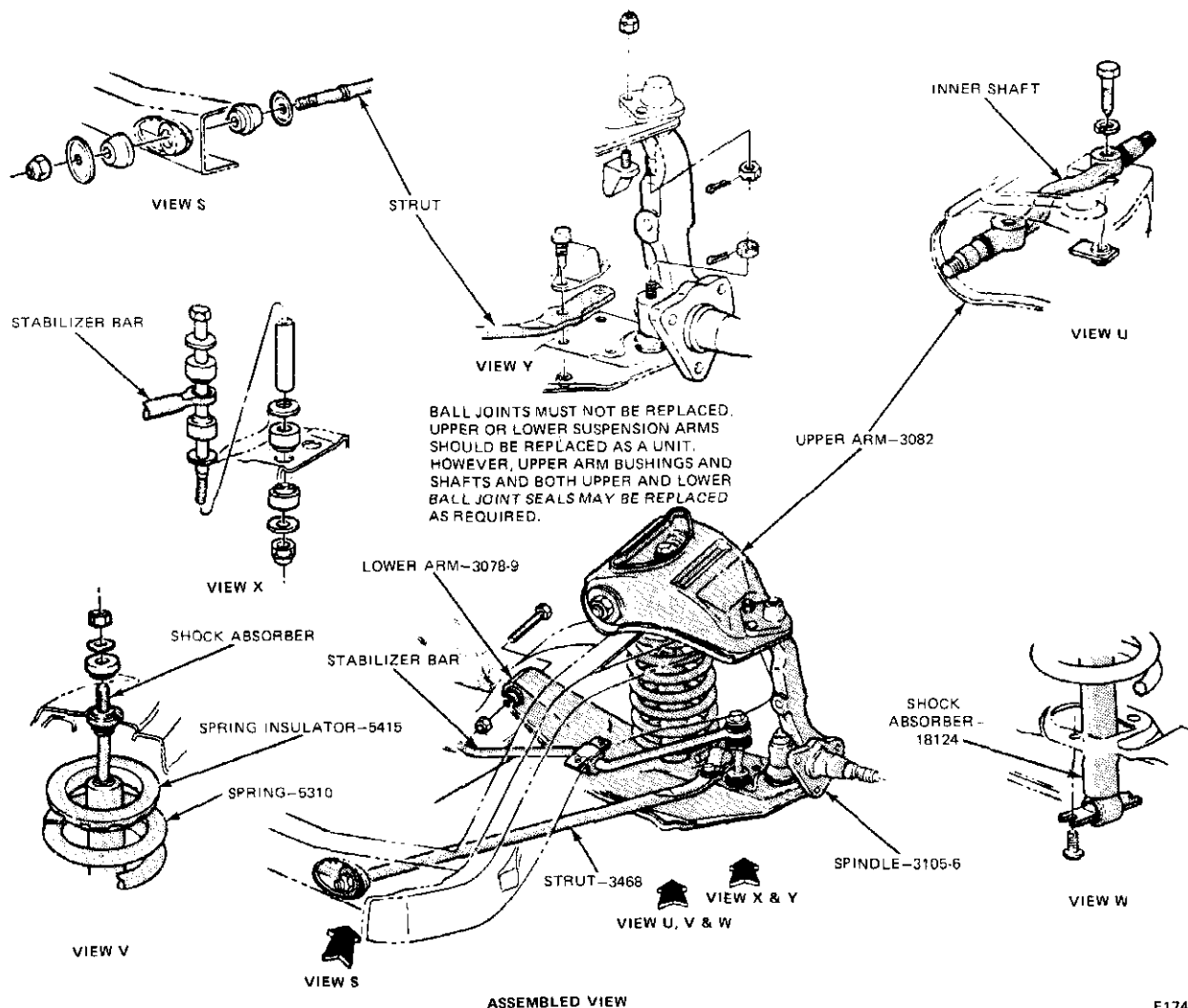


FIG. 1 Front Suspension—Typical Ford/Mercury, LTD II/Cougar, Thunderbird/Continental Mark V and Lincoln Continental



FIG. 2 Front Suspension—Pinto/Bobcat/Mustang II

REMOVAL AND INSTALLATION

STABILIZER BAR END BUSHING

Removal and Installation

Remove the bushing at the top and bottom of the stabilizer bar.

5. Wire brush and oil the stabilizer bar bolt.
6. Install stabilizer bar end bushing by reversing the above steps.
7. Torque a new attaching nut to specification.

STABILIZER BAR INSULATOR

Removal and Installation

1. Raise the vehicle high enough to provide working space, and place supports under both front wheels.
2. Disconnect the stabilizer from each link, both stabilizer attaching brackets, and remove the stabilizer.
3. Coat the necessary parts of the stabilizer with RUGLYDE or a comparable lubricant, and slide new insulators onto the stabilizer.

4. Using a **new** nut and bolt, secure each end of the stabilizer bar to the lower suspension arm making sure that the bolt head is at the top to eliminate interference with the brake hose using new fasteners, secure stabilizer attaching brackets to frame. Remove the supports and lower the vehicle.

Pinto/Bobcat/Mustang II

Using a **new** nut, secure each end of the stabilizer bar to the link assembly using new fasteners, secure stabilizer attaching brackets to body side rail. Remove the support and lower the vehicle.

LOWER ARM STRUT AND/OR BUSHING

Removal and Installation

1. Remove the nut from the lower arm strut at the frame and remove the washer and bushing from the strut.
2. Remove the nuts, washers, and bolts attaching the strut and rubber bumper to the lower arm. (Pinto, Mustang and Bobcat vehicles do not have a rubber bumper at this point.)
3. Pull the strut from the frame.
4. Remove the other bushing and washer from the strut.
5. Install strut by reversing the above steps.
6. To install bolts attaching the strut and rubber bumper to the lower arm, hold the bolt head and draw the serrated bolt head into the strut and lower arm by tightening the nut. The bolt head must be held to prevent spinning during tightening.

FRONT SPRING

Removal

1. Raise the vehicle and position safety stands.
2. Disconnect the lower end of the shock absorber from the lower arm. It may be necessary to use a suitable pry bar to free the lower end of the shock absorber. On Pinto, Bobcat and Mustang, remove the nut that retains the shock absorber to the crossmember and remove the shock absorber.
3. Place a jack under the lower arm to support it.
4. Remove the bolts that attach the strut and the jounce bumper to the lower arm. (Pinto, Bobcat and Mustang vehicles do not have a jounce bumper at this point.)
5. If so equipped, disconnect the lower end of the sway bar stud from the lower arm.
6. Remove the nut and bolt that secures the inner end of the lower arm to the crossmember.
7. **Carefully and slowly, lower the jack to relieve the spring pressure on the lower arm, then remove the spring (Fig. 3).** A pry bar may be used to remove a tight spring.

Installation

1. Place the spring upper insulator on the spring and secure with tape.
2. Position the spring on the lower arm so that the lower end properly engages the seat. **The end of the spring must be no more than 1/2 inch from the end of the depression in the arm.**

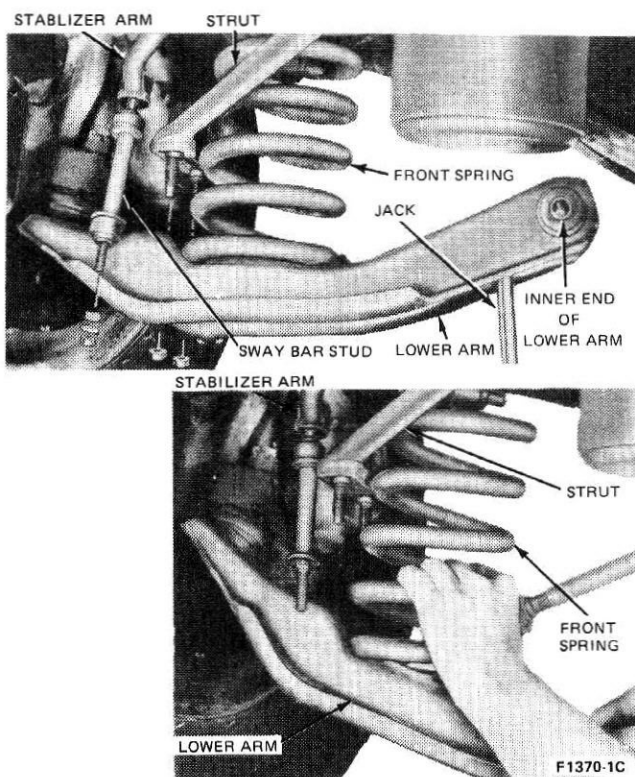


FIG. 3 Removing or Installing Front Spring—All Cars (Mustang/Pinto/Bobcat Similar)

3. Raise the lower arm carefully with a jack while guiding the inner end to align with the bolt hole in the crossmember. Insert the attaching bolt in the crossmember and through the lower arm. Loosely attach the nut on the lower arm inner pivot bolt. **DO NOT TORQUE THE NUT TO SPECIFICATION AT THIS TIME.**
4. Secure the lower end of the shock absorber to the lower arm with the two attaching bolts (Pinto/Bobcat/Mustang models have one bolt). Lower the floor jack.
5. Press the strut to lower arm attaching bolts into the strut and jounce bumper. (Pinto, Bobcat and Mustang do not have a jounce bumper installed at this point.)
6. Secure the strut and the jounce bumper to the lower arm with the two attaching bolts. Torque the nuts to specification. (Pinto, Bobcat and Mustang do not have a jounce bumper installed at this point.)
7. If so equipped, connect the sway bar to the lower arm using a new nut and bolt with the attaching washer and insulators. Torque the nut to specification.
8. Remove the jack stands and lower the vehicle.

After the vehicle has been lowered to the floor and at curb height, torque the lower arm inner pivot nut to specification.

LOWER ARM

Removal

1. Raise the front of the vehicle and position safety stands under both sides of the frame just back of the lower arms, and remove wheel and tire.

2. Disconnect the lower end of the shock absorber, and push it up to the retracted position. On Pinto, Bobcat and Mustang, remove the nut that attaches the shock absorber to the crossmember and remove the shock absorber downward.
3. If so equipped, disconnect the stabilizer bar link from the lower arm.
4. Remove the cotter pin from the lower ball joint stud nut.
5. Remove nuts attaching the strut to the lower arm (Fig. 1 or Fig. 2), and remove the strut and bolts from the arm as a unit.
6. Loosen the lower ball joint stud nut one or two turns. **Do not remove the nut from the stud at this time.**
7. Install Tool T57P-3006-B (for all except Pinto, Bobcat and Mustang II) or T74P-3006-A (for Pinto, Bobcat and Mustang II) between the upper and lower ball joint studs (Fig. 4). The tool should be seated firmly against the ends of both studs and not against the stud nuts. See tool application at the end of this Part under Specifications.

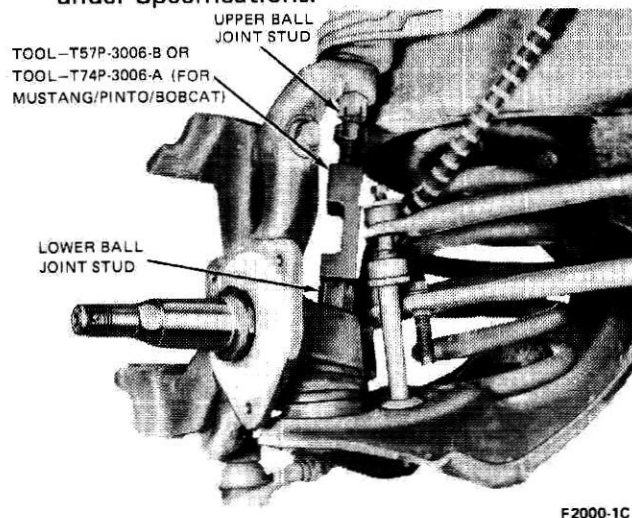


FIG. 4 Loosening Lower Ball Joint Stud — All Cars

8. With a wrench, turn the adapter screw until the tool places the stud under compression. Tap the spindle near the lower stud with a hammer to loosen the stud in the spindle. **Do not loosen the stud from the spindle with tool pressure only. Do not contact the boot seal with the hammer.**
9. Position a floor jack under the lower arm (Fig. 5).
10. Remove the ball joint nut and use the jack to lower the arm from the spindle.
11. Remove the spring and insulator.
12. Remove the nut and bolt attaching the lower arm to the No. 2 crossmember and remove the arm.

Installation

1. Position the lower arm to the No. 2 crossmember using a new pivot bolt and nut. Loosely attach the nut on the lower arm inner pivot bolt. **DO NOT TORQUE THE NUT TO SPECIFICATION AT THIS TIME.**

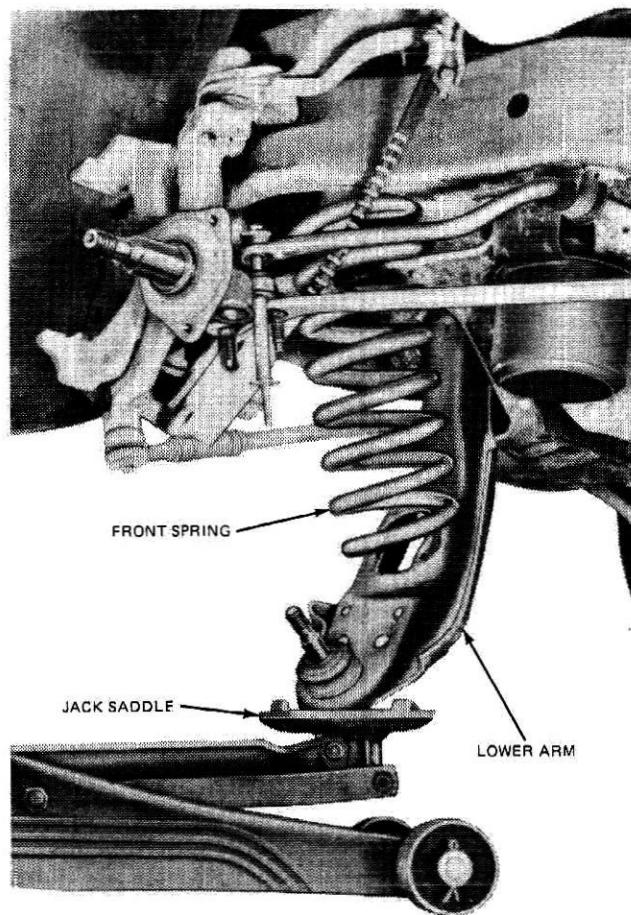


FIG. 5 Removing Front Spring—Lower Arm Replacement—All Cars

2. Position the spring and insulator to the upper spring pad and lower arm. The lower end of the spring must be no more than 1/2" from the end of the depression in the lower arm. Using a floor jack, raise the control arm to align the ball stud in the lower tapered hole of the spindle.
3. Install the ball joint stud attaching nut and torque to specification. Continue to tighten the nut until the cotter pin hole is in line with the nut slots. Install a cotter pin in the lower ball joint stud and lower the jack.
4. Pull the shock absorber down and connect it to the lower arm. On Pinto, Bobcat and Mustang, attach the shock absorber to the crossmember first, and then connect it to the lower arm.
5. Press the strut bolts into the strut and jounce bumper. (Pinto, Bobcat and Mustang II do not have a jounce bumper at this location.)
6. Secure the strut and jounce bumper to the lower arm using the Procedure in Step 6 under Strut Installation. (Pinto, Bobcat and Mustang II do not have a jounce bumper at this location.)
7. If so equipped, position the stabilizer bar link to the lower arm and install new bolts and the attaching nuts.
8. Install the wheel, tire and hub cap or wheel cover.
9. Remove the safety stands and lower the vehicle. After the vehicle has been lowered to the floor and