

7. Position the strut into the crossmember and to the lower suspension arm. Install the strut-to-arm attaching bolts and nuts, and torque them to specification.
8. Install the forward insulator washer (small ID), inner sleeve, and adjustment nut on the forward end of the strut. NOTE: Remove 1/4 inch from the inner sleeve prior to assembly.
9. Remove the safety stands, and lower the vehicle. Remove the wood blocks from under the upper arm.
10. Adjust the caster and camber to specification.

FRONT SPRING

Removal

1. Remove the shock absorber and upper mounting bracket as an assembly. Position wood blocks (Fig. 2).
2. Raise the vehicle on a hoist, install safety stands, and remove the wheel cover or hub cap.
3. Remove the grease cap from the hub. Remove the cotter pin, nut lock, adjusting nut, and outer bearing from the hub.
4. Remove the wheel, tire, rotor and caliper assembly from the spindle. To remove disc brake assembly see Group 12-20.
5. Install the spring compressor tool as shown in Fig. 3 and compress the spring.
6. Remove two upper arm-to-spring tower attaching nuts and swing the upper arm outboard from the spring tower (Fig. 4).
7. Release the spring compressor tool and remove the tool from the spring. Remove the spring from the vehicle.

Installation

1. Place the spring upper insulator on the spring and secure in place with tape.
2. Position the spring in the spring tower. Install the spring compressor (Fig. 3) and compress the spring.
3. Swing the upper arm inboard and insert the bolts through the holes in the side of the spring tower. Install the attaching nuts and lockwasher and torque them to specification.
4. Release the spring pressure and guide the spring into the upper arm spring seat. **The end of the spring must be no more than 1/2 inch from the tab on the spring seat.**
5. Remove the spring compressor and position the wheel, tire, and hub and drum on the spindle (Group 11). To install disc brake assembly see Group 12-20.
6. Install the bearing, washer, adjusting nut, and lock nut. Adjust the wheel bearing as outlined in Part 11-10 and install the cotter pin, grease cap, and hub cap or wheel cover.
7. Lower the vehicle and install the shock absorber and upper mounting bracket. Remove wood blocks.

LOWER ARM

Removal

1. Position wood blocks as shown in Figure 2.

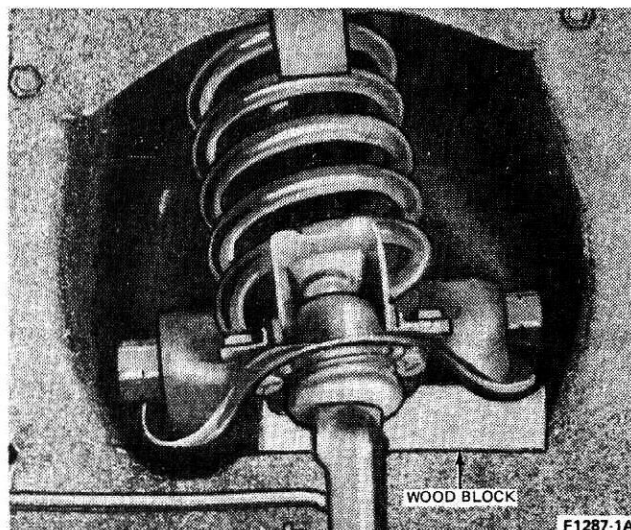


FIG. 2 Upper Arm Support

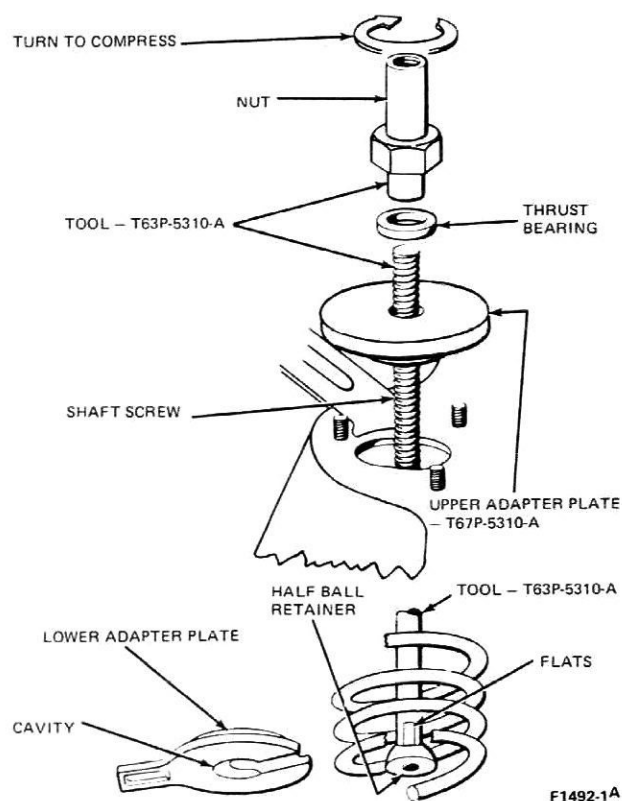
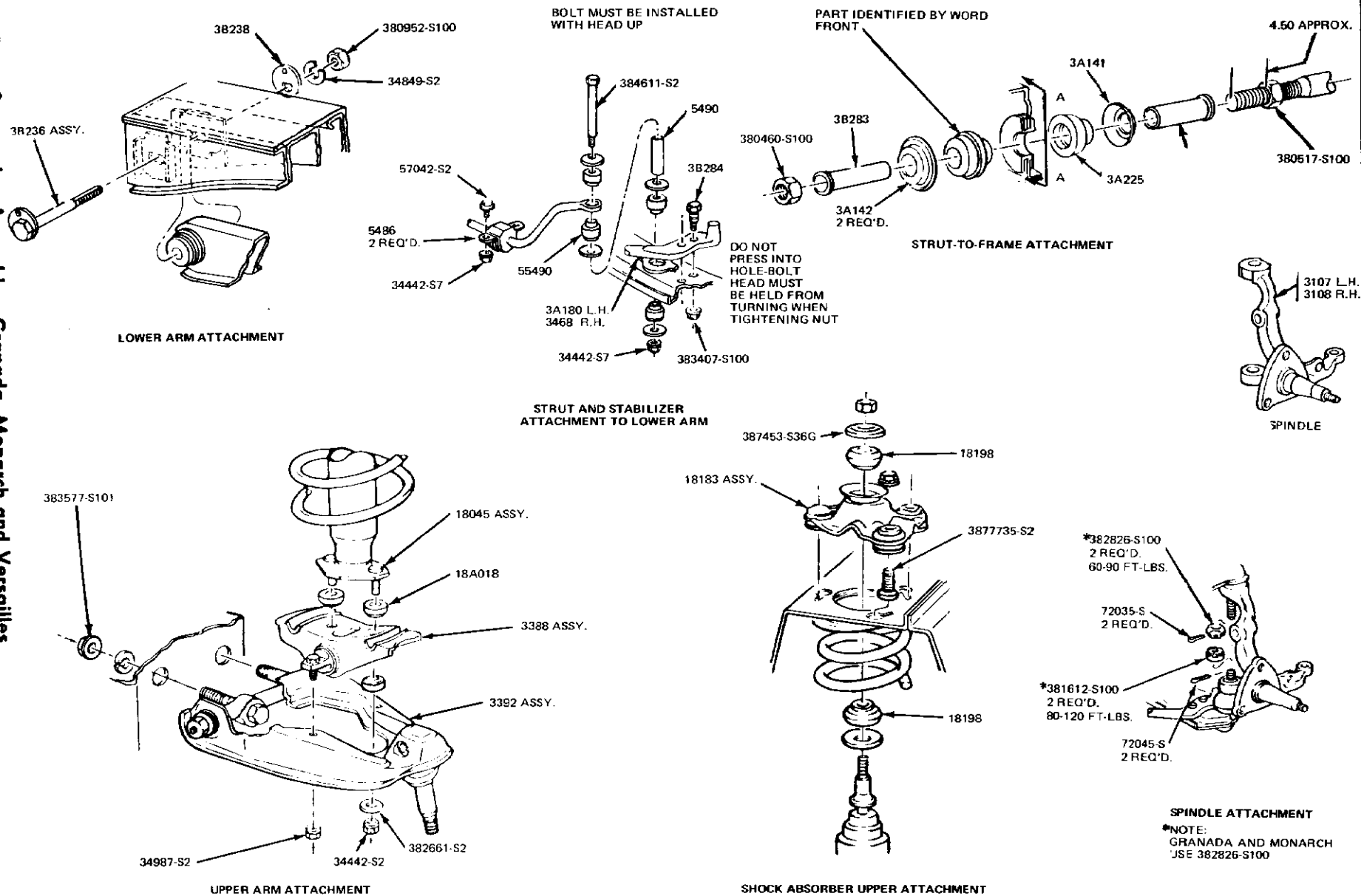


FIG. 3 Spring Compressor Tool—Installation

2. Raise the vehicle, position safety stands, and remove the wheel and tire. See Group 11.
3. Remove the stabilizer bar and link attaching nut (Fig. 4). Disconnect the bar from the link and remove the link bolt.
4. Remove the strut to lower arm attaching nuts and bolts.
5. Remove the cotter pin from the lower ball joint stud nut.
6. Loosen the lower ball joint stud nut one to two turns. **Do not remove the nut from the stud at this time.**

FIG. 4 Front Suspension Assembly—Granada, Monarch and Versailles



7. Install Tools T71P-3006-A and T60K-3006-A between upper and lower ball joint studs, against ends of studs, not nuts.
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.**
9. Remove the nut from the lower ball joint stud and lower the arm.
10. Remove the lower arm to underbody cam bolt, nut, and lock washer. Remove the lower arm.

Installation

1. Position the lower arm to the underbody bracket and install the cam bolt, lock washer, and nut loosely.
2. Raise the lower arm, guide the lower ball joint stud into the spindle bore, and install the stud attaching nut loosely.
3. Install the stabilizer link bolt, washer, bushings, and spacer. Connect the stabilizer bar to the link. Install the attaching nut and torque to specification (Fig. 6).
4. Position the strut to the lower arm. Install the attaching bolts and nuts, and torque to specification.
5. Torque the lower ball joint stud nut to specification, continue to tighten the nut until the next slot aligns with the cotter pin hole, and install a new cotter pin.
6. While holding the head of the bolt with a wrench, torque the lower arm-to-underbody pivot bolt and nut to specification.
7. Remove the safety stands and lower the vehicle.
8. Remove the wood blocks.
9. Adjust caster, camber, and toe to specification.

UPPER ARM

Upper arm shaft and bushing may not be disassembled on these vehicles. The entire upper arm assembly must be replaced as a unit.

Removal

1. Position wood blocks (Fig. 2). Raise the vehicle, position safety stands under the frame and lower the vehicle slightly.
2. Remove the wheel and tire. See Group 11.
3. Remove the shock absorber lower attaching nuts and washers.
4. Remove the shock absorber upper mounting bracket attaching nuts and remove the shock absorber and bracket as an assembly (Fig. 4).

On all 8-cylinder vehicles, remove the air cleaner to obtain access for tool installation.

5. Install the spring compressor tool and compress the spring (Fig. 3).
6. Position a safety stand under the lower arm.
7. Remove the cotter pin from the nut on the upper ball joint stud, and loosen the nut one or two turns. **Do not remove the nut from the stud at this time.**

8. Position the appropriate ball joint remover tool between the upper and lower ball joint studs. **The tool should seat firmly against the ends of both studs and not against the stud nuts.**
9. Turn the tool with a wrench until the tool places the studs under considerable compression; then, hit the spindle sharply near the upper stud with a hammer to break the stud loose in the spindle. **Do not loosen the stud in the spindle with tool pressure only.**
10. Remove the nut from the upper stud and lift the stud out of the spindle.
11. Remove the upper arm inner shaft attaching nuts from the engine compartment and remove the upper arm.
12. Wipe off all loose dirt from the upper arm parts. **Do not wash the ball joint with a solvent.**

Installation

1. Position the upper arm and spring seat assembly to the spring tower and install the nuts on the two inner shaft attaching bolts. Torque the nuts to specification.
2. Position the upper ball joint stud in the top of the wheel spindle, and install the stud nut. Torque the nut to specification, and continue to tighten it until the next slot aligns with the cotter pin hole. Install a new cotter pin.
3. Release the coil spring, remove the tool, and install the front shock absorber and the wheel and tire (Group 11).
4. Remove safety stands and lower vehicle. Remove wood blocks.
5. If the upper arm is being replaced due to accidental damage, check caster, camber and toe and adjust as required (Part 14-01).

FRONT WHEEL SPINDLE

Removal

1. Position wood blocks between the upper arm and frame (Fig. 2), then raise the vehicle and position safety stands.
2. Remove the two bolts attaching the caliper to the spindle. Remove the caliper from the rotor (Group 12) and wire it to the underbody to prevent damage to the brake hose.
3. Remove the grease cap from the hub, then remove the cotter pin, nut lock, adjusting nut, washer, and outer bearing cone and roller assembly.
4. Pull the hub and rotor assembly off the wheel spindle (Group 11).
5. Remove the three caliper shield attaching bolts and remove the shield.
6. Disconnect the spindle connecting rod (tie rod) end from the spindle arm using Tool-3290-C.
7. Remove the cotter pins from both ball joint stud nuts, and loosen the nuts one or two turns. **Do not remove the nuts from the studs at this time.**
8. Position the appropriate ball joint remover tool between the upper and lower ball joint studs. **The tool should seat firmly against the ends of both studs and not against the stud nuts.**

9. Turn the tool with a wrench until the tool places the studs under considerable tension, and, with a hammer, sharply hit the spindle near the studs to break them loose in the spindle. **Do not loosen the studs in the spindle with tool pressure alone.**
10. Position a floor jack under the lower arm.
11. Remove the upper and lower ball joint stud nuts, lower the jack and remove the spindle.

Installation

1. Position the spindle on the lower ball joint stud and install the stud nut (Fig. 4). Torque the nut to specification. Continue tightening until the next slot aligns with the cotter pin hole and install a new cotter pin.
2. Raise the lower arm, and guide the upper ball joint stud into the spindle. Install the stud nut.
3. Torque the nut to specifications and install a new cotter pin. Remove the floor jack.
4. Connect the spindle connecting rod (tie rod) end to the spindle arm and install the attaching nut. Torque the nut to specification and install a new cotter pin.
5. Position the caliper splash shield to the spindle and install the attaching bolts and nuts. Torque the nuts and bolts to specification.
6. Install the hub and rotor on the spindle. Position the caliper to the rotor and spindle and install the attaching bolts (Group 12). Torque the bolts to specification. Install the wheel and tire on the hub and adjust the wheel bearing (Group 11).
7. Install the hub cap or wheel cover.

8. Remove the safety stands, and lower the vehicle.
9. Remove the wood blocks from between the upper arm and frame.
10. If the spindle is being replaced due to accidental damage, check and adjust caster, camber and toe-in as required.

FRONT SHOCK ABSORBER

Removal

1. Raise the hood and remove three shock absorber upper mounting bracket-to-spring tower attaching nuts. Position wood blocks (Fig. 2).
2. Raise the front of the vehicle and place safety stands under the lower arms.
3. Remove the shock absorber lower attaching nuts, washers and insulators.
4. Lift the shock absorber and upper bracket from the spring tower (Fig. 4) and remove the bracket from the shock absorber. Remove the insulators from the lower attaching studs.

Installation

1. Install the upper mounting bracket on the shock absorber and torque to specification. Install the insulators on the lower attaching studs.
2. Position the shock absorber and upper mounting bracket in the spring tower, making sure the shock absorber lower studs are in the pivot plate holes.
3. Install the two nuts on the shock absorber lower studs, and torque to specification.
4. Install the three shock absorber upper mounting bracket-to-spring tower attaching nuts, and torque to specification. Then, remove the safety stands and lower the vehicle. Remove wood blocks (Fig. 2).

TORQUE LIMITS – FRONT SUSPENSION (FT-LB)

Description	
Shock Absorber Upper Attachment	10-16
Shock Absorber Upper Bracket to Body	32-48
Front Suspension Compression Bumper to Body	12-20
Brake Backing Plate to Spindle – Disc	9-14
Upper Arm to Body	110-130
Spring Seat to Upper Arm	25-40
Shock Absorber to Spring Seat	8-12
Ball Joint to Spindle (Upper and Lower)	75-90 ① ②
Wheel Bearing Adjusting Nut	Refer to Part 11-10
Strut to Lower Arm	90-115
Lower Arm to Underbody	85-100
Stabilizer Bar Mounting Bracket to Underbody	6-12
Strut to Underbody	70-80
Stabilizer Bar to Lower Arm	6-12
Caliper to Spindle (Disc Brake)	– Upper 90-120
	– Lower 90-120

① Torque to minimum specification, then tighten nut to nearest cotter pin slot and insert cotter pin.

② Versailles lower ball joint to spindle torque – 80-120 ft-lb.

SPECIAL SERVICE TOOLS

Tool No.	Description
T00L-3290-C	Tie Rod Ball Stud Remover
T63P-5310-A	Front Coil Spring Assembly Remover and Replacer
T67P-5310-A	Front Coil Spring Remover and Replacer Adapter
T60K-3006-A	Spindle Ball Joint Press Adapter Screw
T71P-3006-A	Ball Joint Press

Front Suspension - Single Arm

PART
14-05

Applies To Fairmont/Zephyr

SUBJECT	PAGE	SUBJECT	PAGE
ADJUSTMENTS		REMOVAL AND INSTALLATION (Cont'd.)	
Non-Adjustable Suspension.		Front Spring	05-2
Refer to Parts 13-32 or 13-45		Lower Suspension Arm	05-4
For Toe Adjustment.		Shock Strut	05-3
DESCRIPTION	05-1	Shock Strut Dust Shield	05-4
REMOVAL AND INSTALLATION		Spindle Assembly	05-3
Ball Joint	05-3	Stabilizer Bar Link Insulators	05-2
		Stabilizer Bar and/or	
		Insulator	05-2

CF2654-2A

DESCRIPTION

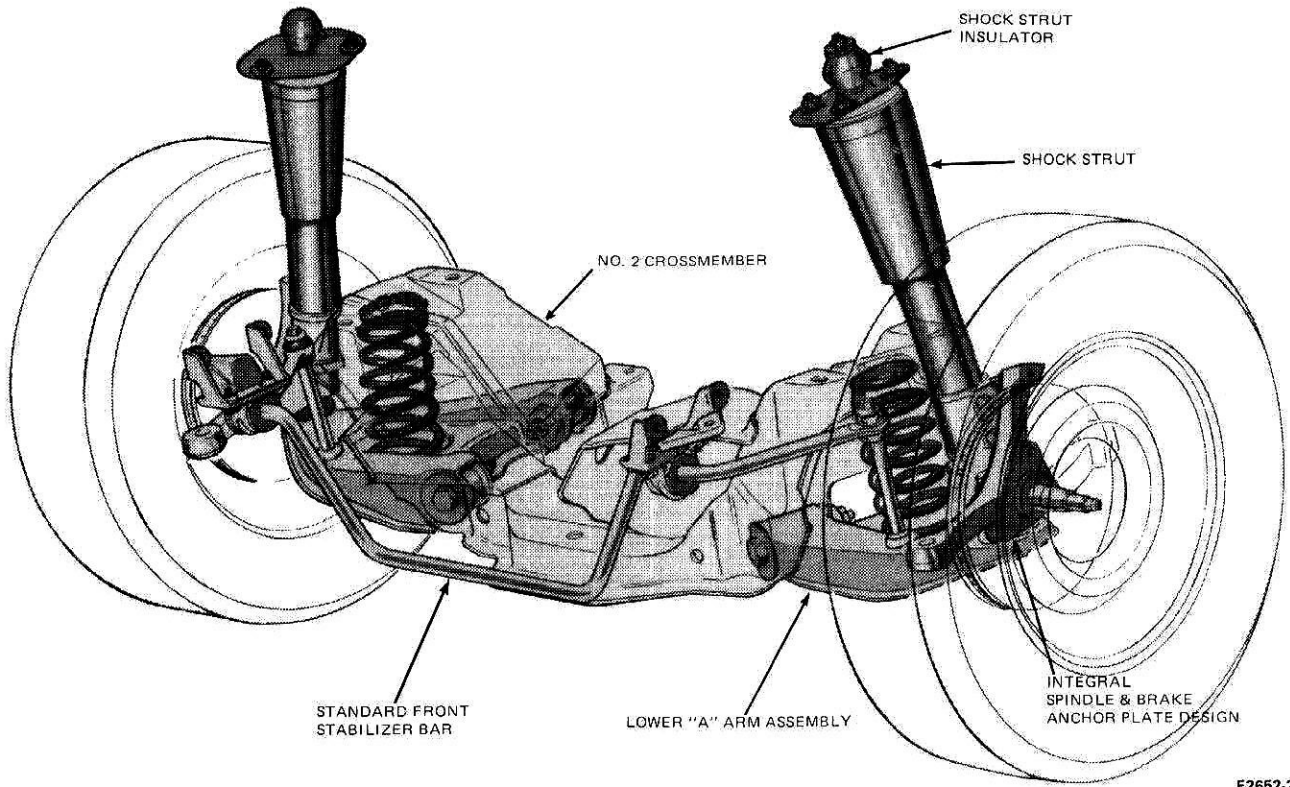
This front suspension (Fig. 1) is a modified MacPherson strut design. The design utilizes shock struts with coil springs mounted between the lower arm and a spring pocket in the No. 2 crossmember. The shock struts are non-repairable and must be replaced as a unit. The ball

joints and lower suspension arm bushings are not separately serviced and must be replaced as a suspension arm, bushing and ball joint assembly. The ball joint seal is available for service, however, and can be replaced.

ADJUSTMENTS

Caster and Camber angles of this suspension are set at the factory and cannot be adjusted in the field. Toe

is adjusted similar to Pinto/Mustang II/Bobcat, using the procedure given in Part 14-01.



F2652-2A

FIG. 1 Single Arm Front Suspension

REMOVAL AND INSTALLATION

(REFER TO FIG. 2)

STABILIZER BAR LINK INSULATORS

Removal

To replace the link insulators on each stabilizer link, use the following procedure:

1. Raise the vehicle on a hoist.
2. Remove the nut, washer and insulator from the upper end of the stabilizer bar attaching bolt.
3. Remove the bolt and the remaining washers, insulators and spacer.

Installation

1. Install the stabilizer bar link insulators by reversing the above steps.
2. Torque the attaching nut to 9-12 ft-lbs.

STABILIZER BAR AND/OR INSULATOR

Removal

1. Raise the vehicle on a hoist, and place jack stands under the lower arm.
2. Disconnect the stabilizer from each stabilizer link, both stabilizer insulator attaching clamps and remove the stabilizer bar assembly.
3. Cut the worn insulators and plastic sleeves from the stabilizer bar.

Installation

1. Coat the necessary parts of the stabilizer bar with Ruglyde or an equivalent lubricant; install new plastic sleeves with the flange in-board and slide insulators onto the stabilizer bar and over sleeves.
2. Using a new nut and bolt, secure each end of the stabilizer bar to the lower suspension arm making sure the bolt head is at the bottom. Torque these nuts to 9-12 ft-lbs.
3. Using new fasteners, clamp the stabilizer bar to the attaching brackets on the side rail. Torque these bolts to 20-26 ft-lb.
4. Remove the supports and lower the vehicle.

FRONT SPRING

Removal

1. Raise the front of the vehicle and position safety stands under both sides at the jack pads just back of the lower arms. Remove the wheel and tire assembly.
2. Disconnect the stabilizer bar link from the lower arm.
3. Remove the disc brake caliper rotor assembly dust shield as outlined in Part 12-20.
4. Place a floor jack under the lower arm at the bushing area supporting the arm under both

bushings. Remove the steering gear bolts and move the steering gear out of the way.

5. Remove the two lower arm to crossmember bolts and nuts.
6. Lower the floor jack slowly to relieve spring tension and remove the spring.

Installation

1. Place the upper spring insulation on the spring and secure with tape.
2. Install the spring damper inside the spring.
3. Install the rubber hose over the last coil.
4. Position the coil spring in the upper spring pocket. Be sure the end of the spring is properly positioned in the depression of the lower arm; i.e., between the two holes in the arm.
5. Carefully raise the lower arm with the floor jack until the lower arm can be attached to the crossmember.
6. Install the lower arm to crossmember bolts and nuts (2).
7. Install the steering gear bolts and torque to specifications.
8. Remove the floor jack.
9. Install the brake dust shield, rotor and caliper assembly as outlined in Part 12-20.
10. Install the stabilizer bar link, torque nut to 9-12 ft-lb.
11. Install the wheel and tire assembly.
12. Remove the safety stands and lower the vehicle.
13. Torque lower arm nuts to 200-220 ft-lb with front suspension in curb position.

SHOCK STRUT

Removal

1. Raise the front of the vehicle and position safety stands under both sides at the jacking pads just back of the lower arms.
2. Remove wheel and tire assembly.
3. Place a floor jack under the lower arm.
4. Raise the jack to compress the coil spring.
5. Remove the two lower shock strut bolts and nuts that attach the shock strut to the spindle. Leave the shock strut in position at this time.
6. From the engine compartment remove the three upper shock strut mounting nuts.
7. Compress the shock strut to clear the upper mounting and remove the shock strut.

Installation

1. Place the lower portion of the shock strut into the spindle, and extend the strut until the upper strut retaining bolts are in position at the upper mounting in the body.
2. Install the three upper shock strut retaining nuts and torque to 60-75 ft-lb.
3. Install the two lower shock strut retaining bolts and nuts and torque to 150-180 ft-lb.
4. Lower the floor jack and remove from the working area.

5. Install the wheel and tire assembly.
6. Remove the safety stands and lower the vehicle.

SPINDLE ASSEMBLY

Removal

1. Raise the front of the vehicle and position safety stands under both sides at the jacking pads just back of the lower arms.
2. Remove the wheel and tire assembly.
3. Remove the brake caliper, rotor and dust shield, as outlined in Part 12-20.
4. Remove the stabilizer link from the lower arm assembly.
5. Remove the tie-rod end from the spindle with Tool 3290-C.
6. Remove the cotter pin from the ball joint stud nut, and loosen the ball joint nut one or two turns.

CAUTION: DO NOT REMOVE THE NUT FROM THE BALL JOINT STUD AT THIS TIME.

7. Tap the spindle boss smartly to relieve the stud pressure.
8. Place a floor jack under the lower arm, compress the coil spring and remove the stud nut.
9. Remove the two bolts and nuts that attach the spindle to the shock strut. Compress the shock strut until working clearance is obtained.
10. Remove the spindle assembly.

Installation

1. Place the spindle on the ball joint stud and install the stud nut. Do not torque at this time.
2. Lower the shock strut until the attaching holes are in line with the holes in the spindle. Install the two bolts and nuts.
3. Torque the ball joint stud nut to 100-120 ft-lb and install the cotter pin.
4. Torque the shock strut to spindle attaching nuts to 150-180 ft-lb.
5. Lower the floor jack from under the suspension arm and remove the jack.
6. Install the stabilizer link and torque the attaching bolt and nut to 9-12 ft-lb.
7. Attach the tie-rod end and torque the retaining nut 35-47 ft-lb.
8. Install the disc brake dust shield, rotor, and caliper as outlined in Part 12-20.
9. Install the wheel and tire assembly.
10. Remove the safety stands, and lower the vehicle.

BALL JOINT SEAL

Removal

1. Raise the front of the vehicle and position safety stands under both sides at the jacking pads just back of the lower arms.
2. Remove the wheel and tire assembly.
3. Remove the brake caliper, rotor and dust shield, as outlined in Part 12-20.
4. Remove the tie-rod end from the spindle with Tool 3290-C.

5. Remove the cotter pin from the ball joint stud nut, and loosen the ball joint nut one or two turns.

CAUTION: DO NOT REMOVE THE NUT FROM THE BALL JOINT STUD AT THIS TIME.

6. Tap the spindle boss smartly to relieve the stud pressure.
7. Place a floor jack under the lower suspension arm and compress the coil spring.
8. Remove the ball joint stud nut and raise the spindle off of the ball joint.
9. Using a screwdriver, pry the ball joint seal off.
10. Wipe off any remaining lubricant from the ball joint stud. The ball joint socket must be completely free of lubricant to be sure the new seal seats properly.

Installation

1. Insert the new seal into the seal installer, Tool No. T74P-3082-B.
2. *Place the tool and seal on the ball joint stud, and install the stud nut.*
3. Tighten the nut until the ball joint seal is firmly seated. Remove the nut and tool.
4. Place the spindle on the ball joint.
5. Install the ball joint stud nut and torque to 100-120 ft-lb. Install the cotter pin. Remove the floor jack.
6. Connect the tie-rod end, and install the nut. Torque to 35-47 ft-lb. Install the cotter pin.
7. With a hand operated low pressure grease gun, force the specified lubricant into the joint only until the ball joint seal can be felt or seen to swell slightly. Do not over-inflate seal with lubricant.
8. Install the brake dust shield, rotor and caliper as outlined in Part 12-20.
9. Install the wheel and tire assembly.
10. Remove the safety stands and lower the vehicle.

LOWER SUSPENSION ARM

Removal

1. Raise the front of the vehicle and position safety stands under both sides at the jack pads, just back of the lower arms.
2. Remove the wheel and tire assembly.
3. Disconnect the stabilizer bar link from the lower arm.
4. Remove the disc brake caliper rotor and dust shield as outlined in Part 12-20.
5. Remove the steering gear bolts and position out of way.
6. Remove the tie-rod end from the spindle with Tool 3290-C. Place floor jack under lower arm, supporting arm at both bushings. Remove both lower arm bolts, lower jack and remove coil spring as outlined in Front Spring Removal Procedure.
7. Remove the cotter pin from the ball joint stud nut, and loosen the ball joint nut one or two turns.
8. Tap the spindle boss smartly to relieve the stud pressure. Loosen steering gear bolts, shift gear to allow access to suspension arm bolts.
9. Remove ball joint nut and remove arm assembly.

Installation

1. Place the new arm assembly into spindle and torque ball joint nut to 80-120 ft-lb. Install cotter pin.
2. Position the coil spring in the upper spring pocket. Be sure the insulator is on top of the spring, and the lower end (pigtail) is properly positioned (between two holes) in the depression of the lower arm.
3. Carefully raise the lower arm with the floor jack until the bushings are properly positioned in the crossmember.
4. Install the lower arm bolts and nut.
5. Install the steering gear bolts and torque to specification.
6. Connect the tie-rod end, and install the nut. Torque to 35-47 ft-lb.
7. Connect the stabilizer link bolt and nut. Torque to 9-12 ft-lb.
8. *Install the brake dust shield, rotor and caliper as outlined in Part 12-20.*
9. Install the wheel and tire assembly.
10. Remove the safety stands and lower the vehicle. After the vehicle has been lowered to the floor and at curb height, torque the lower arm nuts to 200-220 ft-lb.

SHOCK STRUT DUST SHIELD

Removal

1. Raise the front of the vehicle, and place safety stands under both sides at the jacking pads.
2. Remove the wheel and tire assembly.
3. Remove the disc brake caliper, rotor and dust shield as outlined in Part 12-20.
4. Place a floor jack under the lower arm to compress the coil spring when the shock strut is disconnected.
5. Remove the three upper shock strut retaining nuts and compress the shock strut.
6. Remove the two lower shock strut mounting bolts and nuts that attach the shock strut to the spindle and remove the shock strut.
7. Remove the nut at the top of the shock strut. It may be necessary to place a screwdriver in the slot at the top of the rod while turning the nut.
8. Remove the conical washers, insulators and mounting bracket.
9. Remove the dust shield clamp and slide the dust shield over the top of the shock strut.

Installation

1. Place the new dust shield over the top of the shock strut and install a new retaining clamp.
2. Position the mounting bracket over the shock rod, and install the conical washers and insulators.
3. Place the nut on the shock rod and tighten.
4. Place the lower portion of the shock strut into the spindle and install the retaining bolts and nuts.
5. Extend the shock until the upper mounting bolts are in place, and install the the retaining nuts.
6. Torque the upper retaining nuts to 40-75 ft-lb.
7. Torque the lower retaining nuts to 150-180 ft-lb.

8. Lower the floor jack and remove from the work area.
9. Install the disc brake dust shield, rotor, and caliper assembly as outlined in Part 12-20.
10. Install the wheel and tire assembly.
11. Remove the safety stands and lower the vehicle.

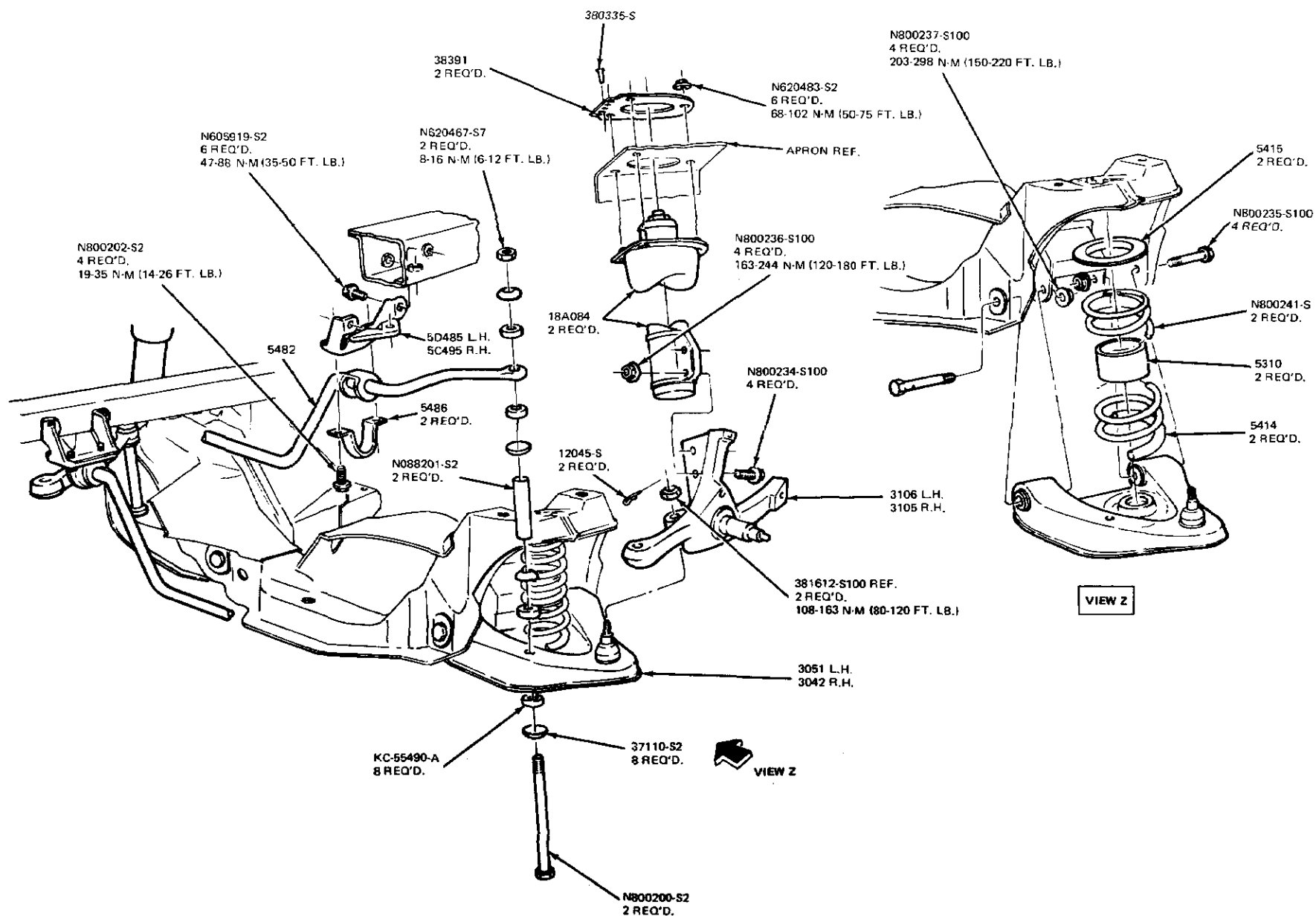


FIG. 2 Single Arm Front Suspension—Exploded View

F2653-2A

Rear Suspension — Leaf Springs		PART 14-30	
Applies To Granada/Monarch/Versailles, Mustang II/Pinto/Bobcat			
SUBJECT	PAGE	SUBJECT	PAGE
DESCRIPTION		SPECIFICATIONS AND	
Rear Suspension	30-1	SPECIAL TOOLS	30-9
REMOVAL AND INSTALLATION			
Rear Shock Absorber	30-1		
Rear Spring	30-2		

CF2523-2B

DESCRIPTION

REAR SUSPENSION

Each rear wheel, hub and brake drum assembly is bolted to the rear axle shaft flange. The wheel and axle shaft assembly rotates in the rear axle housing. Two spring pads, integral with the axle housing, rest on two leaf spring assemblies. The axle housing is fastened to the center of the springs by spring clips (U-bolts), retainers, and nuts (Figs. 1, 2, 3, 4, and 5). Each spring

assembly is attached to the underbody side rail by hanger and shackle assemblies at the rear and bolted to a bracket at the front. The integral mounting stud at the upper end of each shock absorber is attached through insulators to the crossmember or a bracket bolted to the crossmember. The lower end is mounted through insulators to the U-bolt plate.

REMOVAL AND INSTALLATION

REAR SHOCK ABSORBER

Granada, Monarch and Versailles

Removal and Installation

All used nuts and bolts must be discarded and replaced with new parts when replacing a rear suspension shock absorber.

1. Remove the lower end of the shock absorber from the U-bolt plate.
2. Remove the nut that fastens the upper end of the shock absorber to the mounting bracket (Figs. 1 and 2).
3. Compress the shock absorber and remove it from the vehicle.

4. Transfer the washers and bushings to the new shock absorber. Insert the stud on the upper end of the shock absorber through the mounting bracket. Install the new attaching nut finger tight.
5. Compress the shock absorber and assemble the lower end to the U-bolt plate together with the washers and bushings. Torque the new attaching nut to specification.
6. Torque the upper attaching nut to specification.

Mustang II/Pinto/Bobcat Sedan

Removal and Installation

1. Disconnect the lower end of the shock absorber from the U-bolt plate.

2. Remove the bolts retaining the mounting bracket at the upper end of the shock absorber (Figs. 3 and 4).
3. Compress the shock absorber and remove it from the vehicle. Remove the attaching bracket, nut, bushings and washers from the shock absorber studs.
4. Transfer the washers, bushings, and attaching bracket to the new shock absorber. Torque the new upper nut to specification.
5. Attach the mounting bracket at the upper end of the shock absorber to the underbody with the three new attaching bolts. Torque to specification.
6. Install the lower end of the shock absorber with bushings and washers to the U-bolt plate. Torque the new lower nut to specification.

Pinto/Bobcat—Station Wagon

Removal and Installation

1. Disconnect the lower end of the shock absorber from the U-bolt plate.
2. Remove the 2 bolts retaining the shock absorber on the upper end to the body member (Fig. 5).
3. Compress the shock absorber and remove it from the vehicle. Remove the attaching nuts, bushings, and washers from the stud end of the shock absorber.
4. Transfer the washers and bushings to the new shock absorber. Torque the 2 new upper attaching bolts to specification.
5. Install the lower end of the shock absorber to the U-bolt plate along with bushings and washers. Torque the new lower nut to specification.

Mustang II—Rear Stabilizer Bar

Removal and Installation

1. Raise the vehicle with a floor jack at the axle housing.
2. Remove the nuts attaching the stabilizer bar assembly to the rear bracket and link assemblies at both sides (Fig. 6).
3. Remove the bolts attaching the bracket assembly to the rear spring "U" bolt plates on both sides.
4. Remove the stabilizer bar from the vehicle.
5. Place new insulators on the stabilizer bar and position the stabilizer bar in the vehicle. The color-coded end of the bar must be on the left-hand side.
6. Install the bolts retaining the bracket assemblies to the rear spring "U" bolt plates, both sides. Torque to specification.
7. Install the nuts retaining the stabilizer bar assembly to the rear bracket and link assemblies at both sides. Torque to specification.
8. Lower the vehicle.

REAR SPRING

Removal

1. Raise the vehicle on a hoist and place supports beneath the underbody and under the axle.
2. Disconnect the lower end of the shock absorber from the U-bolt plate and push the shock out of the way. Remove the supports from under the axle.

3. Remove the U-bolt plate nuts from the "U" bolts; then, remove the plate (Figs. 1 thru 5). Raise the rear axle just enough to remove the weight from the spring.
4. Remove the two attaching nuts, and rear shackle bar, and the two shackle inner bushings.
5. Remove the rear shackle assembly and the two outer bushings.
6. Remove the front hanger bolt and nut from the eye at the forward end of the spring. Lift out the spring assembly.
7. If the front bushings is being replaced, assemble the special tool combination to the bushing in the spring front eye as shown in Fig. 7.
8. While holding nut, tighten the bolt against thrust washer, adapter, and detail A1. This operation will force the bushing out of the spring eye into detail A4 of the tool as shown (Fig. 7).

Installation

When replacing a rear suspension leaf spring assembly, all used attaching parts must be discarded and replaced with new parts.

1. Assemble the bushing and the special tool combination to the spring front eye (Fig. 7).
2. While holding the tool nut, tighten the bolt against the thrust washer, adapter and detail A4 to force the bushing into the spring eye as shown.

On all vehicles the front eye bushing must be staked in place after installation. Bushing assembly to be installed in spring front eye with scallop and S identification symbol in line with main leaf of spring, where applicable. Stake in four places on each side as shown (Fig. 8) to prevent bushing movement.

3. Position the spring under the rear axle and insert the shackle assembly into the rear hanger bracket and the rear eye of the spring.
4. Install the shackle inner bushings, (after lubricating them with B6A-19853-A lubricant or equivalent) the shackle plate, and the locknuts. Tighten the locknuts fingertight.
5. Position the spring front eye in the front hanger. Install retainer and insulators on spring (if so equipped). Lubricate isoclamp insulators with B6A-19853-A lubricant or equivalent or soap and water solution prior to installation. From the inboard side, insert the bolt through the hanger and eye. Install the locknut on the hanger bolt fingertight.

NOTE: Do not use oil or grease to lubricate rubber bushings or isoclamp insulators as these lubricants will cause rubber deterioration.

6. Lower the rear axle until it rests on the spring. Position the U-bolt plate on the U-bolts. Install the U-bolt nuts and torque to specification.
7. Connect the lower end of the shock absorber to the U-bolt plate using a new nut.
8. Place safety stands under the rear axle, lower the vehicle until the spring is in the approximate curb load position, and then torque the front hanger bolt head to specification.
9. Torque the rear shackle locknuts to specification.
10. Remove the safety stands and lower the vehicle.

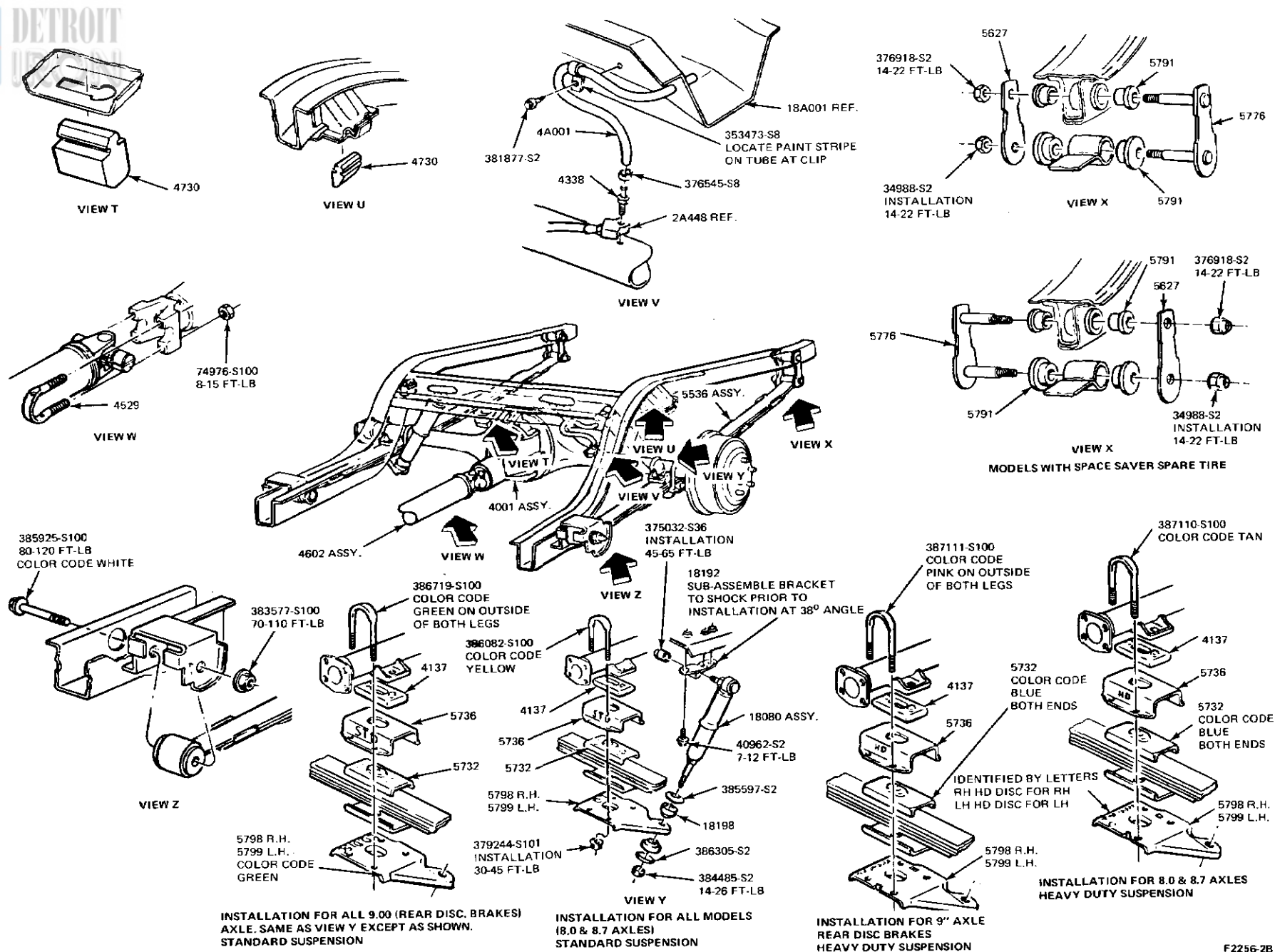


FIG. 1 Rear Suspension—Versailles

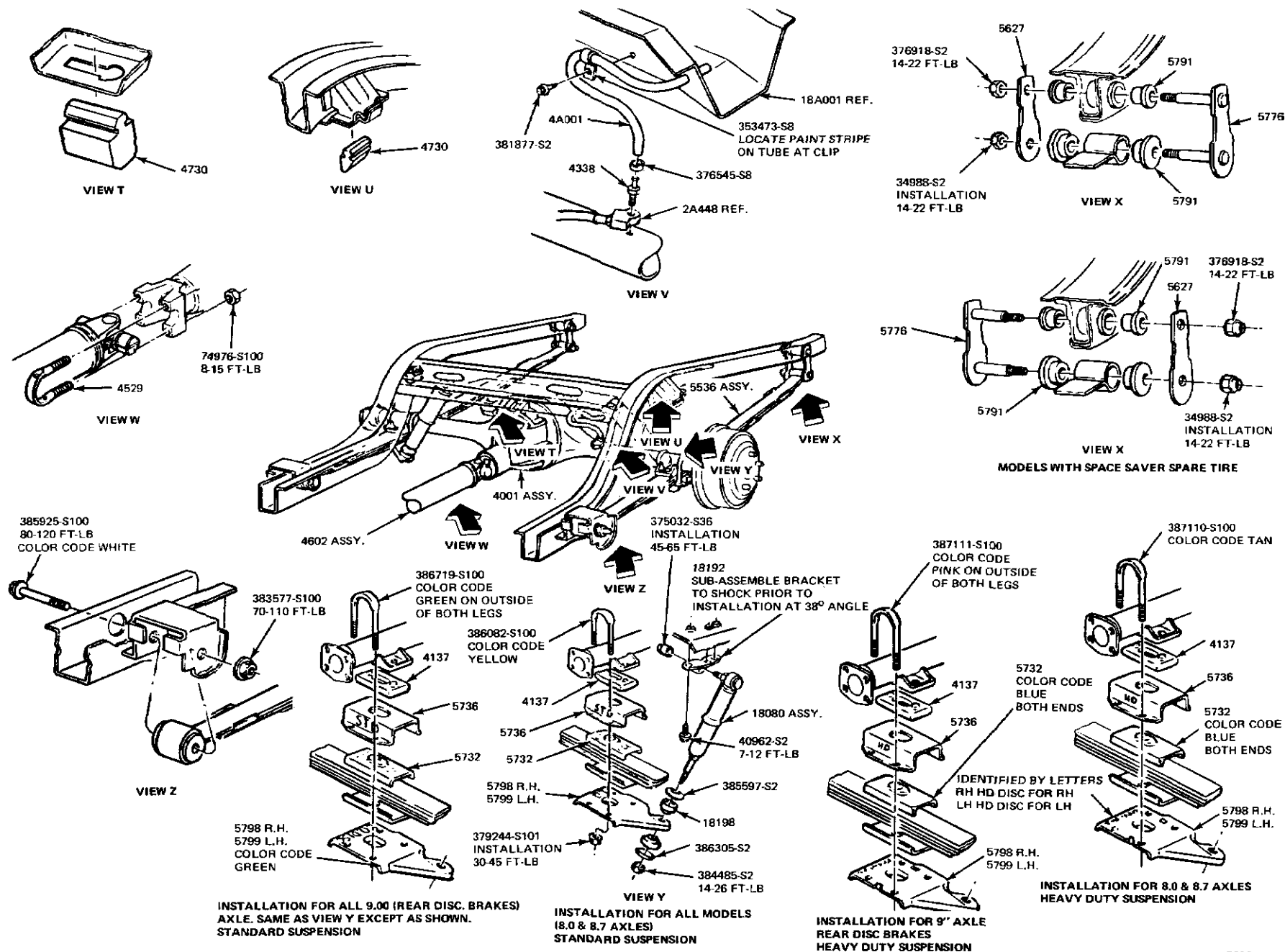
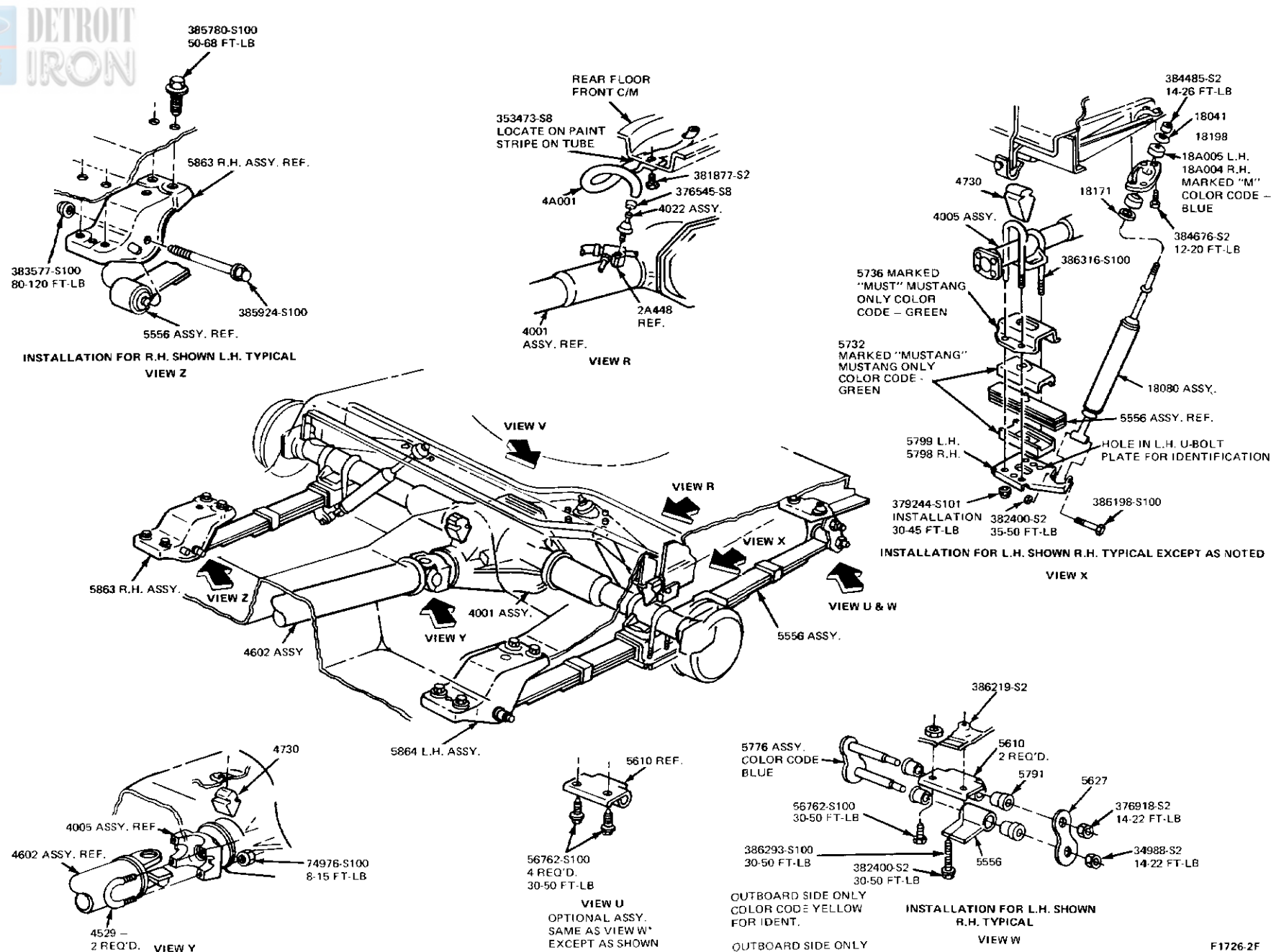


FIG. 2 Rear Suspension—Granada and Monarch



F1726-2F

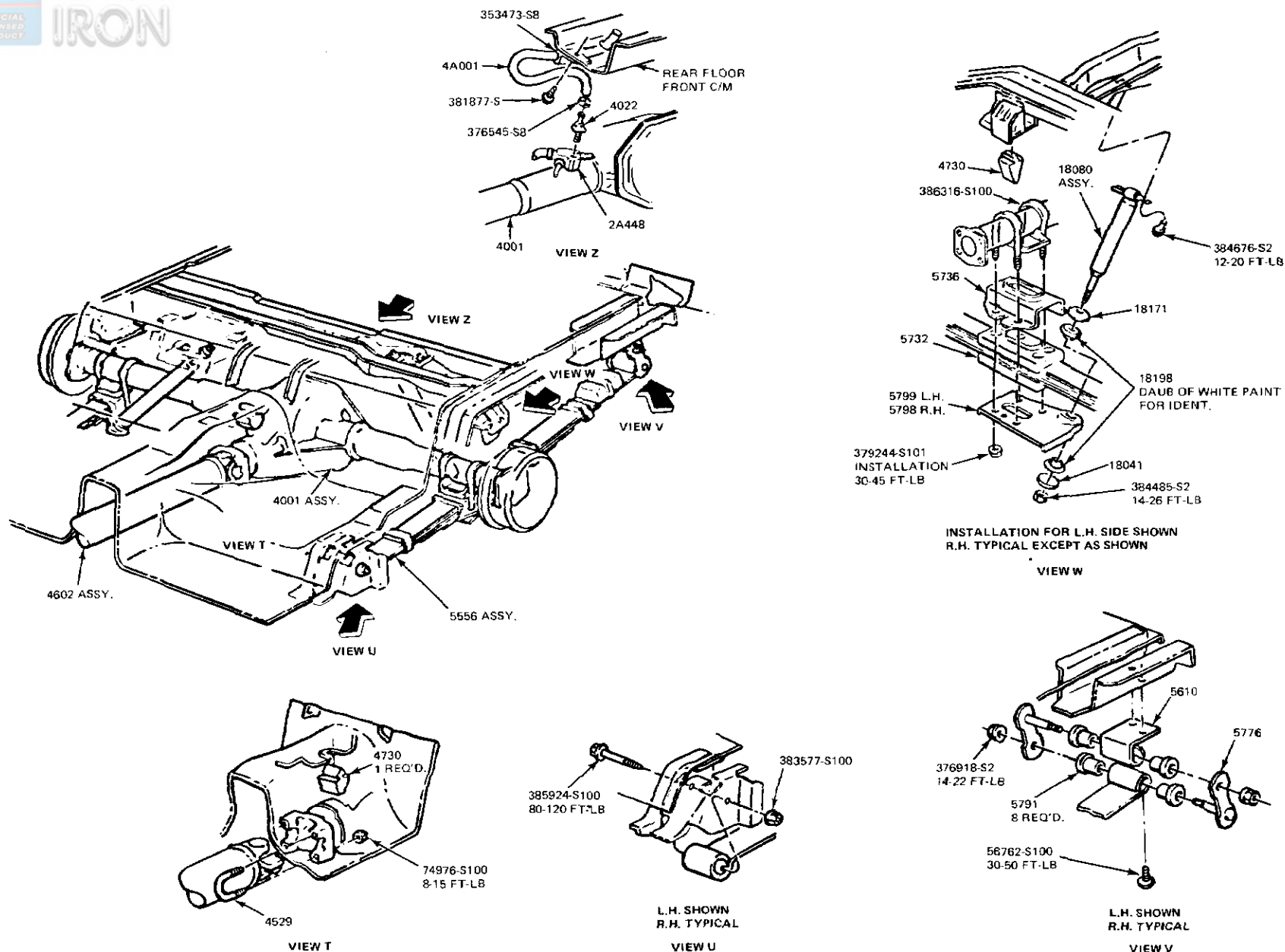
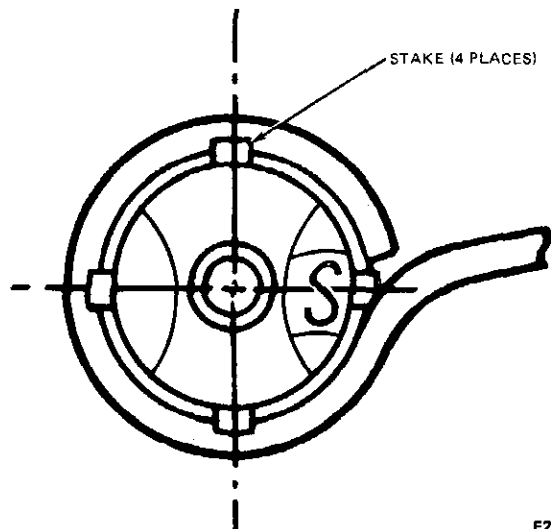


FIG. 5 Rear Suspension—Pinto/Bobcat Station Wagon

F2257-2C



F2016-1B

FIG. 8 Rear Spring Front Bushing Installation—Typical

SPECIFICATIONS

TORQUE LIMITS — REAR SUSPENSION (FT-LB)

Description	Mustang/Pinto/ Bobcat	Granada/Monarch Versailles
Spring Shackle Bars to Body and Spring	14-22	14-22
Shock Absorber to Upper Mounting Bracket	14-26	45-65
Shock Absorber to Spring U-Bolt Plate	30-50 (Mustang) 14-26 (Pinto/ Bobcat)	14-26
Spring to Axle U-Bolt Nut	30-45	30-45
Wheel Lug Nut 5-Lug Wheel	70-115	70-115
Spring to Spring Front Hanger - Bolt	80-120	80-120
Universal Joint U-Bolt Nut	8-15	8-15
Brake Backing Plate and Bearing Retainer to Axle	20-40	20-40
Front Eye Bracket-To-Body	50-58 (Mustang)	—
Shackle Hanger-To-Body	30-50	—
Shock Upper Mounting Bracket to Body Bolts	12-20	7-12

SPECIAL SERVICE TOOLS

Tool No.	Description
T64N-5781-A	Rear Spring Front Eye Bushing Remover and Installer
T64K-5781-B	Rear Spring Bushing Adapter

Rear Suspension — Coil Springs

PART
14-32

Applies To All Cars Except Mustang II/Pinto/Bobcat

SUBJECT	PAGE	SUBJECT	PAGE
ADJUSTMENT		REMOVAL AND INSTALLATION (Cont'd.)	
Adjustment — Double Upper Arm	32-6	Rear Shock Absorber	32-7
Adjustment — Single Upper Arm	32-5	Rear Spring	32-8
Checking Procedure	32-5	Stabilizer Bar	32-12
Drive Shaft Pinion Angle	32-5	Stabilizer Bar Brackets	32-12
DESCRIPTION		Track Bar	32-12
Rear Suspension	32-1	Upper Arm	32-10
REMOVAL AND INSTALLATION		SPECIFICATIONS AND	
Lower Arm	32-9	SPECIAL TOOLS	32-15

CF1525-2B

DESCRIPTION

REAR SUSPENSION — (EXCEPT FAIRMONT/ZEPHYR)

The rear axle housing is suspended from the frame by upper and lower arms and a shock absorber at each side of the vehicle. LTD II, Cougar, Thunderbird, and Continental Mark V vehicles are equipped with four arms (two upper and two lower) (Fig. 1), as are the Fairmont and Zephyr cars, (Fig. 3). Ford, Mercury, and Lincoln Continental units (Fig. 2) are equipped with three arms (one upper and two lower) and a track bar. These arms pivot in the frame members and rear axle housing brackets.

Each coil spring is mounted between a lower seat which is welded to the axle housing, and an upper seat which is integral with the frame.

The shock absorbers are attached to the spring upper seat at the top, and bolted at the bottom to a bracket on the axle housing.

On single upper arm units (Ford, Mercury, Lincoln Continental), the arm attaches to the right side of the axle housing through an eccentric pivot bolt and a bracket welded to the top of the housing. The forward end is connected by a pivot bolt to the frame crossmember.