

Rear Suspension

FORD MOTOR CO.

**Elite & Cougar
Ford & Mercury
Lincoln & Mark IV
Thunderbird
Torino & Montego**

DESCRIPTION

The rear axle housing is suspended from frame by the upper and lower control arms and shock absorbers. Torino, Elite, Montego, Cougar, Thunderbird, and Mark IV are equipped with four arms (two upper and two lower). Ford, Mercury, and Lincoln are equipped with three arms (one upper and two lower). A rear stabilizer bar is standard on all Mark IV's and Thunderbirds and is available as a handling option on Torino, Elite, Montego, and Cougar vehicles.

ADJUSTMENT

RIDING HEIGHT

See *Riding Height Adjustment and Specifications* in **WHEEL ALIGNMENT** Section.

PINION ANGLE

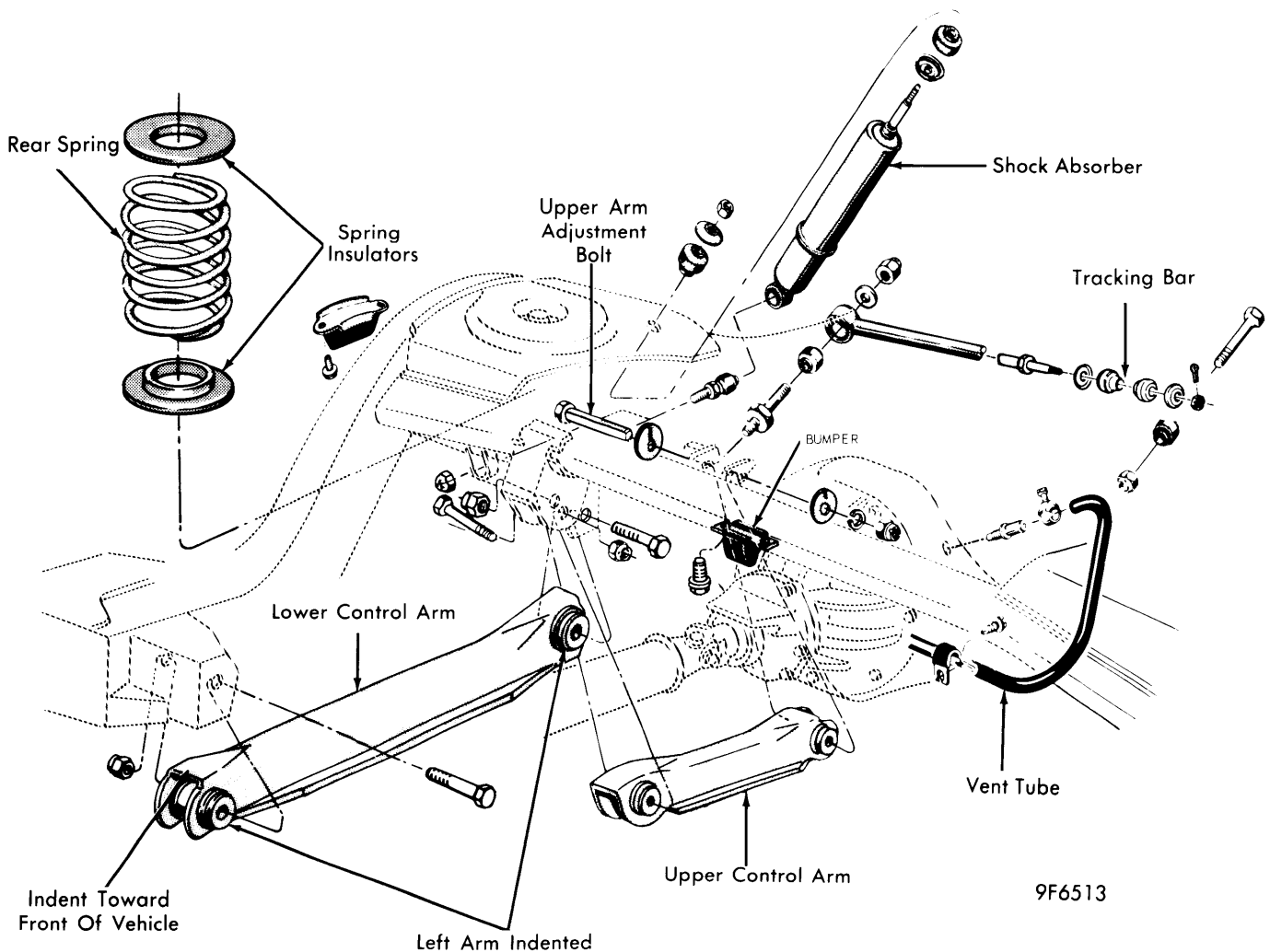
See *Propeller Shaft Alignment* in **REAR AXLE** Section.

REMOVAL & INSTALLATION

COIL SPRING

Removal — Raise vehicle on hoist (supporting axle) and place jack stands under side rails. Disconnect lower shock absorber mounting. On Ford, Mercury, and Lincoln, disconnect brake hose from brake tube and remove hose bracket clip. Lower hoist and axle housing until coil springs are released. Remove springs and insulators from vehicle.

Installation — Reverse removal procedure and tighten nuts and bolts.



REAR SUSPENSION ASSEMBLY

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LOWER CONTROL ARM

Removal – *NOTE* – When one lower control arm requires replacement, both lower control arms must be replaced. Raise vehicle on hoist and place jack stands under frame side 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 control arm from vehicle.

Installation – Reverse removal procedure, noting the following: Do not torque pivot bolts until both are in place and axle is raised to proper position.

UPPER CONTROL ARM

Removal – *NOTE* – On Torino, Elite, Montego, Cougar, Thunderbird, and Mark IV models, if one arm requires replacement, the other arm must also be replaced. Raise vehicle and support frame side rails with jack stands. Support axle and remove track rod, if equipped, from frame bracket. Lower and support axle under housing and differential pinion nose. Detach upper arm from axle housing. Unbolt arm from crossmember. Remove arm from vehicle.

Installation – Reverse removal procedure, noting the following: Do not torque bolts until arm is in place, track bar installed, and axle raised to proper position. Adjust pinion angle.

TRACK BAR

Removal – 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 – Reverse removal procedure, using new attaching nuts and bolts.

STABILIZER BAR

Removal – 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 – Place new axle insulators on stabilizer bar and position bar in vehicle. *NOTE* – Colored coded end of bar must be on left hand side. Install new nuts retaining mounting brackets to lower clamps. Tighten nuts and bolts. Install new bolts and nuts retaining rear link assemblies to stabilizer bar. *NOTE* – Bolts must be installed from outboard side.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Shock Absorber (Upper Mount)	
Thunderbird, Lincoln & Mark IV	22-30
All Others	20-26
Shock Absorber (Lower Mount).....	65-85
Upper Arm-to-Axle	120-130
Track Bar-to-Axle Bar Stud	85-100
Axle Bar Stud-to-Axle	140-150
Track Bar-to-Frame.....	50-70
Lower Control Arm-to-Axle	120-130
Lower Control Arm-to-Frame	120-130
All Stabilizer Bar	
Brackets & Attaching Hardware	18-20