

8-10 SUSPENSION AND STEERING

6. Remove the upper arm attaching bolts and the upper arm.

To install:

7. Transfer the rebound bumper from the old arm to the new arm, or replace the bumper if worn or damaged.

8. Position the upper arm shaft to the frame bracket. Install the 2 attaching bolts and washers. Tighten to 100–140 ft. lbs. (136–190 Nm).

9. Connect the upper ball joint stud to the spindle and install the attaching nut. Tighten the nut to 60–90 ft. lbs. (81–122 Nm). Continue to tighten the nut until the slot for the cotter pin is aligned. Install a new cotter pin.

10. Install the wheel and tire assembly and lower the vehicle. Check the front end alignment.

1992–00 Town Cars

1. Raise and safely support the vehicle on safety stands positioned on the frame just behind the lower arm.

2. Remove the wheel and tire assembly and position a floor jack under the lower arm.

3. Remove the retaining nut from the upper ball joint stud to spindle pinch bolt. Tap the pinch bolt to remove from the spindle.

4. Using a suitable prybar, spread the slot to allow the ball joint stud to release out of the spindle.

5. Remove the upper arm retaining bolts and the upper arm.

To install:

6. Transfer the rebound bumper from the old arm to the new arm, or replace the bumper if worn or damaged.

7. Use reference marks from the camber and caster cams as initial settings.

8. Position the upper arm shaft to the frame bracket. Install the 2 retaining bolts and washers. Position the arm in the center of the slot adjustment range and tighten to 100–140 ft. lbs.

9. Connect the upper ball joint stud to the spindle and install the retaining pinch bolt and nut. Tighten the nut to 67 ft. lbs. (92 Nm).

10. Install the wheel and tire assembly and lower the vehicle. Check the front end alignment.

CONTROL ARM BUSHING REPLACEMENT

♦ See Figures 51, 52, 53, 54 and 55

1. Remove the upper control arm from the vehicle.

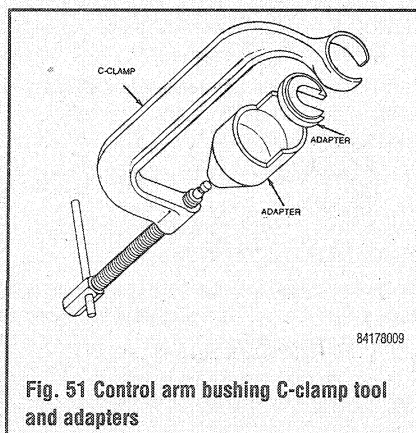


Fig. 51 Control arm bushing C-clamp tool and adapters

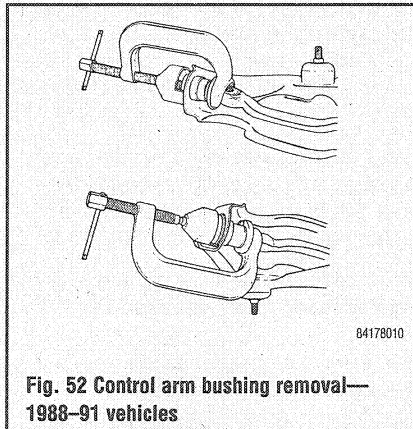


Fig. 52 Control arm bushing removal—1988–91 vehicles

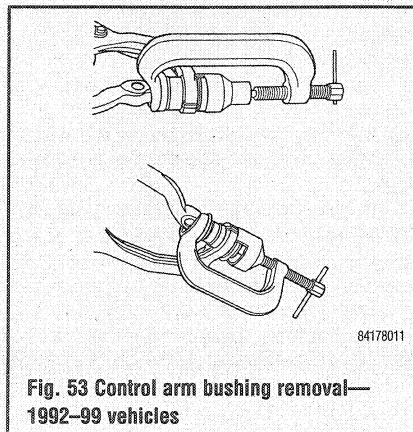


Fig. 53 Control arm bushing removal—1992–99 vehicles

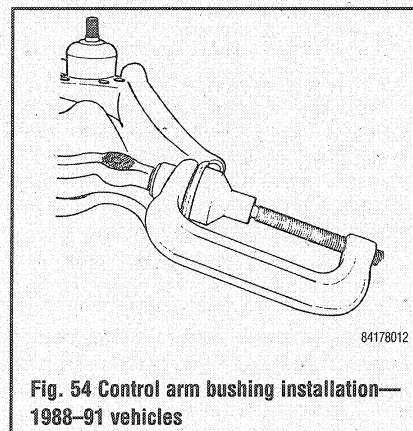


Fig. 54 Control arm bushing installation—1988–91 vehicles

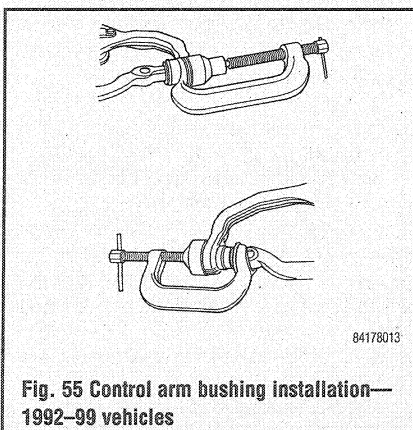


Fig. 55 Control arm bushing installation—1992–99 vehicles

2. Remove the nuts and washers from both ends of the control arm shaft. Discard the nuts.

3. Press the bushings from the control arm and shaft using C-clamp tool T74P-3044-A1 or equivalent, and its adapters.

4. Position the shaft and new bushings to the upper control arm. Use the C-clamp tool and adapters to press the new bushings into place.

5. Make sure the control arm shaft is positioned so the serrated side contacts the frame.

6. Install an inner washer, rear bushing only, and 2 outer washers with new nuts on each end of the shaft. Tighten the nuts to 85–100 ft. lbs. (115–136 Nm).

Lower Control Arm

REMOVAL & INSTALLATION

1. Raise the front of the vehicle and position safety stands on the frame behind the lower control arms. Remove the wheel and tire assembly.

2. Remove the brake caliper and suspend with a length of wire; do not let the caliper hang by the brake hose. Remove the brake rotor and dust shield. Remove the anti-lock brake sensor, if equipped.

3. Remove the jounce bumper; inspect and save for installation if in good condition. Remove the shock absorber.

4. On 1988–91 vehicles, disconnect the stabilizer link from the lower arm.

5. Disconnect the steering center link from the pitman arm.

6. Remove the cotter pin and loosen the lower ball joint stud nut 1–2 turns.

Do not remove the nut at this time.

7. On 1988–91 vehicles, install a suitable ball joint press tool to place the ball joint stud under compression. With the stud under compression, tap the spindle sharply with a hammer to loosen the stud in the spindle. Remove the ball joint press tool.

8. On 1992–99 vehicles, tap the spindle boss sharply to relieve the stud pressure. Tap the spindle sharply, near the lower stud, with a hammer to loosen the stud in the spindle.

9. Place a floor jack under the lower arm. Remove the coil spring as described in this Section.

10. Remove the ball joint nut and remove the lower control arm.

To install:

11. Position the arm assembly ball joint stud into the spindle and install the nut. Tighten to 80–120 ft. lbs. (108–163 Nm). Continue to tighten until the slot for the cotter pin is aligned. Install a new cotter pin.

12. Position the coil spring into the upper spring pocket and raise the lower arm, aligning the holes in the arm with the holes in the crossmember. Install the bolts and nuts with the washer installed on the front bushing. Do not tighten at this time.

Make sure the pigtail of the lower coil of the spring is in the proper location of the seat on the lower arm, between the 2 holes.

13. Remove the spring compressor tool.

14. Connect the steering center link at the pitman arm and install the nut. Tighten to 44–46 ft.