

SECTION 04-01 Suspension and Wheel Ends, Front

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VEHICLE APPLICATION

Taurus/Sable.

DESCRIPTION

The front-wheel drive front suspension is a MacPherson gas-pressurized strut design. The shock absorber strut assembly includes a rubber isolated top mount, seat and bearing assembly and coil spring insulator, and is attached at the top by three bolts retaining the top mount of the strut to the body side apron. The lower end of the assembly is inserted into a pinch joint designed into the knuckle. A forged lower arm assembly is attached to the subframe and steering knuckle. A tension strut connects to the lower arm and to the subframe. A sealed cartridge bearing is pressed into the steering knuckle and retained with a snap ring. The front-wheel hub is pressed into the bearing. A halfshaft outboard CV joint spline is pressed through the hub and is retained by a prevailing torque nut.

WARNING: ALL VEHICLES ARE EQUIPPED WITH GAS-PRESSURIZED SHOCK ABSORBERS WHICH WILL EXTEND UNASSISTED. DO NOT APPLY HEAT OR FLAME TO THE SHOCK STRUT DURING REMOVAL.

When a gas-pressurized shock strut is held in a vertical position, it is normal for it to be fully extended because the strut is charged with a gas pressure of up to 593 kPa (86 psi) above the oil level which results in an extending force on the piston rod that can produce a fully extended preload of up to 222 N (50 lb) on the piston rod.

Due to the preload, it will take up to 222 N (50 lb) to push the strut rod down into the cylinder tube (outer can). This is normal and does not indicate a binding condition.