arm. The rear shock absorbers are installed between the spring and the frame side rail. The lower end of the unit is attached to the spring plate stud, and the upper end to the frame side rail stud. The shock absorbers are permanently sealed and cannot be refilled or repaired.

a. Removal.

Before replacing a shock absorber, check the action of the shock absorbers by grasping the bumper and jouncing the car up and down. If the shock absorbers are in good condition the car will immediately settle to a normal position after the bumper is released. If the car continues to jounce, or remains displaced, remove the shock absorbers for further checking as follows:

To remove a front shock absorber, fig. 24, remove the lock nut, washer, and rubber bushing from the upper stud at the top of the dome on the frame. Remove the two cap screws from the plate in the lower suspension arm and remove the shock absorber.

Remove the lock nut and stud nut from the lower end of the absorber, then remove the bushings, retainers, and the mounting plate. To remove a rear shock absorber, fig. 25, remove the nuts from the studs in the spring plate and in the frame side rail. Remove the shock absorber and rubber bushings from the studs.

b. Testing.

To check a shock absorber removed from a car, clamp the lower end (small diameter) in a vise in a near vertical position and pump it a few times to expel any air. A good shock absorber will have a steady drag in both directions when operated by hand. If it operates without any drag, or is very hard to operate, it should be replaced.

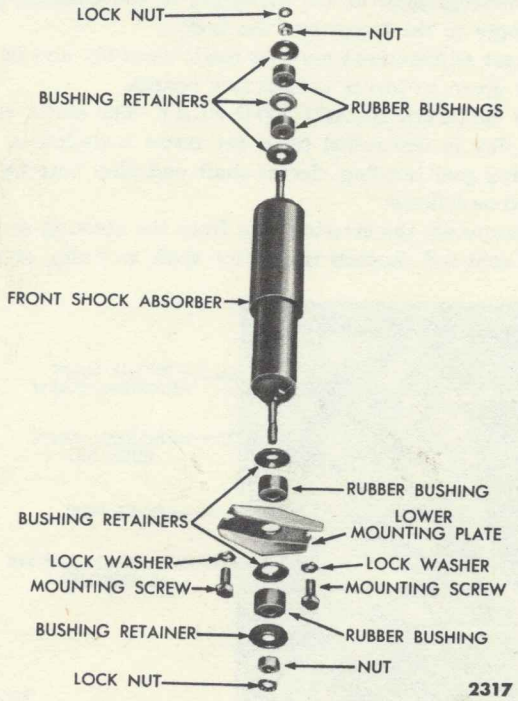


Fig. 24—Front Shock Absorber

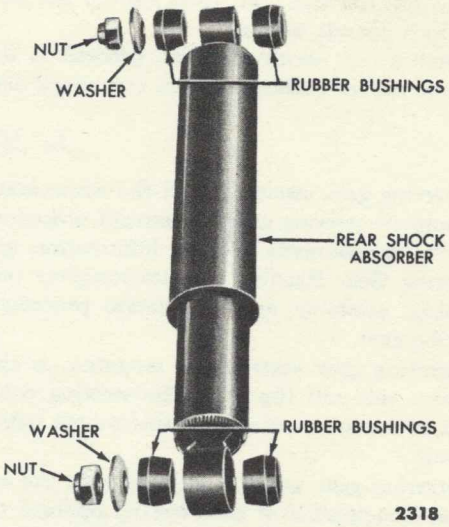


Fig. 25—Rear Shock Absorber

NOTE: ***Front and rear shock absorber replacement kits are available from your local Ford dealer. Each kit contains one shock absorber and four shock absorber bushings.***

c. Installation.

To install a front shock absorber, proceed as follows:

Place the bushing retainers, bushings, and mounting plate on the lower end of the shock absorber (fig. 24), then install the stud nut. Tighten the nut to 42-54 inch-pounds torque, then install the lock nut. Tighten the lock nut to 30-40 inch-pounds torque. Place one retainer and bushing on the upper end of the unit, then position the shock absorber in the coil spring. Install the lower mounting plate to frame bolts. Place the remaining bushing retainers and bushing on the upper stud. Install the upper stud nut. Tighten the nut to 42-54 inch-pounds

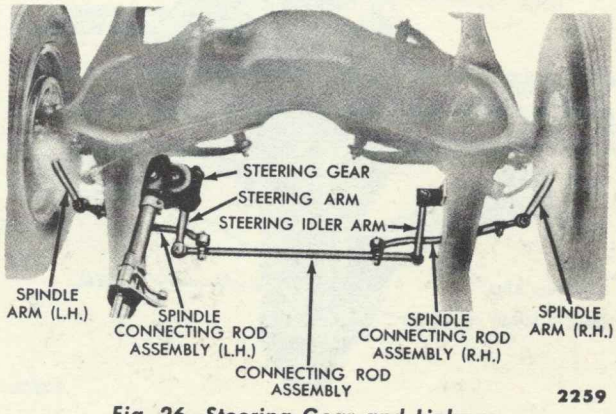


Fig. 26—Steering Gear and Linkage