

**1971**

**CAR** 

# SHOP MANUAL

**VOLUME ONE  
CHASSIS**



**MAVERICK**

**TORINO**

**MUSTANG**

**FORD**

**THUNDERBIRD**

**MONTEGO**

**COUGAR**

**COMET**

**METEOR**

**MERCURY**

**LINCOLN  
CONTINENTAL**

**CONTINENTAL  
MARK III**

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## FOREWORD

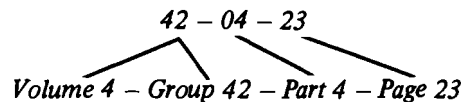
*This manual is divided into five volumes: 1 – Chassis, 2 – Engine, 3 – Electrical, 4 – Body, 5 – Maintenance and Lubrication. These volumes should provide Service Technicians with complete information covering normal service repairs on all 1971 model passenger cars (except Pinto) built by the Ford Companies in the U.S. and Canada. Service procedures for the Pinto are covered in the Pinto Car Shop Manual. As changes in the product occur, this information will be updated by Technical Service Bulletins. When issued, TSB information always supersedes that published herein.*

*Within each volume, information is grouped by system or component plus "General Service" parts which contain information which is common to several similar components.*

*The table of contents on the first page of each volume indicates the general content of the book and provides a handy tab locator to make it easy to find the first page of each "Group". That page will contain an index to "Parts" and the first page of each "Part" contains a detailed index which gives page location for each service operation covered. Page numbers are consecutive in each "Part".*

*To make reference easier, information has been broken down into smaller units so that essentially there is now one "Part" for each component or system. Group numbers indicate the volume in which the group may be found.*

*Indicates:*



*The descriptions and specifications in this manual were in effect at the time this manual was approved for printing. Ford Marketing Corporation reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation.*



**SERVICE PUBLICATIONS**

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5006

May 1996

# Identification Codes

**GROUP**  
10

**OFFICIAL VEHICLE IDENTIFICATION NUMBER**

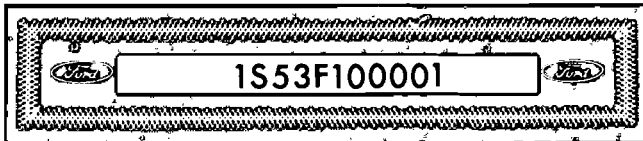
The official Vehicle Identification Number (VIN) (Fig. 1) for title and registration purposes is stamped on a metal tab that is fastened to the instrument panel close to the windshield on the driver's side of the car and is visible from outside.

**VEHICLE CERTIFICATION LABEL**

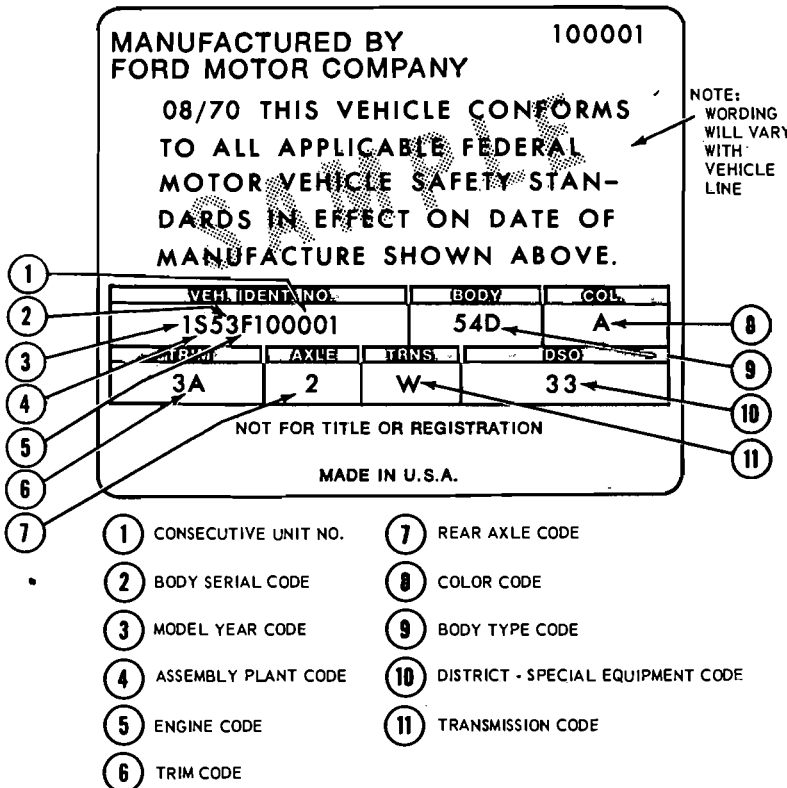
The Vehicle Certification Label (V.C. Label) is attached to the rear face of the driver's door. The upper half of the label contains the name of the manufacturer, the month and year of manufacture and the certification statement. The V.C. label also contains the Vehicle Identification Number.

**ASSEMBLY PLANT CODES**

Code Letter	
A.....	Atlanta
B.....	Oakville (Canada)
E.....	Mahwah
F.....	Dearborn
G.....	Chicago
H.....	Lorain
J.....	Los Angeles
K.....	Kansas City
N.....	Norfolk
P.....	Twin Cities
R.....	San Jose
S.....	Allen Park
T.....	Metuchen
U.....	Louisville
W.....	Wayne
X.....	St. Thomas
Y.....	Wixom
Z.....	St. Louis



CY1299-B



*Assy Plant Codes*

This number is also used for Warranty identification of the vehicle. The first number indicates the model year. The letter following the model year number indicates the manufacturing assembly plant. The next two numbers designate the Body Serial Code followed by a letter expressing the Engine Code. The last six digits of the Vehicle Identification Number indicate the Consecutive Unit Number.

The remaining information on the V.C. Label consists of pertinent vehicle identification codes. The BODY code is two numerals and a letter identifying the body style. The COL (color) code is a number or letter (or both) indicating the exterior paint color code. The TRIM code consists of a number-letter combination designating the interior trim. The Axle code is a number or letter indicating the rear axle ratio and standard or locking type axles. The TRNS. code is a number or letter indicating the type of transmission, numerals for manual and letters for automatic. The DSO code consists of two numbers designating the district in which the car was ordered and may appear in conjunction with a Domestic Special Order or Foreign Special Order number when applicable. Ford of Canada DSO codes consist of a letter and a number.

Y 1298-A

FIG. 1 Vehicle Identification Labels

**DATE CODES**

A number signifying the date precedes the month code letter. A second-year code letter will be used if the model exceeds 12 months.

Month	Code First Year	Code Second Year
January	A	N
February	B	P
March	C	Q
April	D	R
May	E	S
June	F	T
July	G	U
August	H	V
September	J	W
October	K	X
November	L	Y
December	M	Z

**ENGINE CODES**

Code	No. of Cyls.	Displacement
U	6	170 CID
T	6	200 CID-1V
2⓪	6	200 CID-1V
L	6	250 CID-1V
3⓪	6	250 CID-1V
V	6	240 CID-1V
B	6	240 CID-1V (Police)
E	6	240 CID-1V (Taxi)
F	8	302 CID-2V
6⓪	8	302 CID-2V
D	8	302 CID-2V (Taxi)
G	8	302 CID-4V (Boss)
H	8	351 CID-2V
M	8	351 CID-4V
Q	8	351 CID-4V GT
Y	8	390 CID-2V
S	8	400 CID-2V
K	8	429 CID-2V
N	8	429 CID-4V
C	8	429 CID-4V CJ
J	8	429 CID-4V CJ Ram-Air
P	8	429 CID-4V Police
A	8	460 CID-4V

⓪ Low Compression Export.

**TRANSMISSION CODES**

Code	Type
1	3-Speed Manual
5	4-Speed Manual—wide ratio
6	4-Speed Manual—close ratio
W	Automatic (C4)
U	Automatic (C6)
X	Automatic (FMX)
Z	Automatic (C6 Special)

**REAR AXLE RATIO CODES**

Conventional	Lock	Ratio
2	K	2.75:1
3	—	2.79:1
4	M	2.80:1
6	O	3.00:1
9	R	3.25:1
A	S	3.50:1
B	—	3.07:1
—	V	3.91:1
—	Y	4.11:1

**DISTRICT CODES (DSO)**

Units built on a Domestic Special Order, Foreign Special Order, or other Special orders will have the complete order number in this space. Also to appear in

this space is the two-digit code number of the District which ordered the unit. If the unit is a regular production unit, only the District code number will appear.

**LINCOLN-MERCURY**

Code	District
11	Boston
15	New York
16	Philadelphia
17	Washington
21	Atlanta
22	Dallas
23	Jacksonville
26	Memphis
31	Buffalo
32	Cincinnati
33	Cleveland
34	Detroit
41	Chicago
42	St. Louis
46	Twin Cities
51	Denver
52	Los Angeles
53	Oakland
54	Seattle
84	Home Office Reserve
90	Export

**FORD OF CANADA**

Mercury Code	Region	Ford Code
A1	Central	B1
A2	Eastern	B2
A3	Atlantic	B3
A4	Midwestern	B4
A6	Western	B6
A7	Pacific	B7
12	Export	12

**FORD**

Code	District
11	Boston
13	New York
15	Newark
16	Philadelphia
17	Washington
21	Atlanta
22	Charlotte
24	Jacksonville
25	Richmond
28	Louisville
32	Cleveland
33	Detroit
35	Lansing
37	Buffalo
38	Pittsburgh
41	Chicago
43	Milwaukee
44	Twin Cities
46	Indianapolis
47	Cincinnati
51	Denver
53	Kansas City
54	Omaha
55	St. Louis
56	Davenport
61	Dallas
62	Houston
63	Memphis
64	New Orleans
65	Oklahoma City
71	Los Angeles
72	San Jose
73	Salt Lake City
74	Seattle
75	Phoenix
83	Government
84	Home Office Reserve
85	American Red Cross
87	Body Company
89	Transportation Services
90-99	Export

**EXTERIOR PAINT COLOR CODES**

Code	M-32-J Number	Color	Code	M-32-J Number	Color
A	1724-A	Black	S	1736-A	Med. Gray Gold Met.
M	1619-A	White	W	3341-A	Yellow
1	1730-A	Calypso Coral	D	3470-A	Bright Yellow
T	2008-A	Red	O	3565-A	Lt. Goldenrod Yellow
3	3560-A	Bright Red	E	3492-A	Med. Goldenrod Yellow
B	3562-A	Maroon Met.	U	3659-A	Grabber Orange
L	3318-A	Lt. Gray Met.	2	5003-A	Med. Tan
K	3346-A	Dk. Slat Gray Met.	V	3314-A	Lt. Pewter Met.
N	921-A	Platinum	R	3342-A	Dk. Brown Met.
Q	3064-A	Med. Blue Met.	5	3564-A	Med. Ginger Met.
X	1903-A	Dk. Blue Met.			
6	3077-A	Bright Blue Met.			
J	3657-A	Grabber Blue			
Y	3320-A	Bright Astra Blue Met.			
F	3321-A	Med. Bright Aqua Met.			
H	3472-A	Lt. Green			
P	3462-A	Med. Green Met.			
C	3542-A	Dk. Green Met.			
Z	5002-A	Grabber Green Met.			
G	3345-A	Dk. Vintage Green			
I	5001-A	Bright Lime Green			
8	3198-A	Lt. Gold			

**GLAMOUR PAINTS**

49	5072-A	Med. Ivy Bronze Met.
79	5071-A	Med. Ginger Bronze Met.
E9	5069-A	Med. Ivy Bronze Met.
39	5008-A	Med. Ginger Bronze met.
D9	5007-A	Med. Blue Met.
C9	5070-A	Med. Red Met.



**BODY SERIAL AND STYLE CODES**

The two-digit numeral which follows the assembly plant code identifies the

body series. This two-digit number is used in conjunction with the Body Style Code, in the Vehicle Data, which consists

of a two-digit number with a letter suffix. The following chart lists the Body Serial Codes, Body Style Codes and the model.

Vehicle	Body Serial Code	Body Style Code	Body Type	Model	Vehicle	Body Serial Code	Body Style Code	Body Type	Model	
TORINO	27	54A	4-Dr. Sedan	Torino	MERCURY	48	57B	4-Dr. Hardtop	Monterey-Custom	
	25	65A	2-Dr. Hardtop			54	53F	4-Dr. Sedan		
	34	63C	2-Dr. Hardtop-Sportsroof			56	65F	2-Dr. Hardtop		
	30	65C	2-Dr. Hardtop	58		57F	4-Dr. Hardtop			
	31	54C	4-Dr. Sedan	63		53H	4-Dr. Hardtop Sedan	Marquis		
	32	57C	4-Dr. Hardtop	66		65H	2-Dr. Hardtop			
	36	57E	2-Dr. Hardtop-Formal	68		57H	4-Dr. Hardtop	Brougham		
	33	65E	4-Dr. Hardtop	62		53K	4-Dr. Hardtop Sedan			
	35	63F	2-Dr. Hardtop-Sportsroof	64		65K	2-Dr. Hardtop	Monterey Wagon		
	37	76F	Convertible	67		57K	4-Dr. Hardtop			
	38	63H	2-Dr. Hardtop-Sportsroof	Cobra		72	71B	4-Dr. 6 Pass.Ⓢ	Marquis	
	40	71D	Torino	Station Wagons-4 Dr.		74	71H	4-Dr. 6 Pass.Ⓢ		
	42	71C	Torino 500	Ranchero		76	71K	4-Dr. 6 Pass.Ⓢ	Marquis Colony Park	
	43	71E	Torino Squire (Brougham)			MERCURY (CANADA ONLY)	40	53X		4-Dr. Hardtop Sedan
	46	66A	Ranchero			41	65X	2-Dr. Hardtop-Formal		
	47	66B	Ranchero 500			42	57X	4-Dr. Hardtop		
	48	66C	Ranchero GT			METEOR (CANADA)	20	53B	4-Dr. Sedan	Rideau
	49	66E	Ranchero Squire				22	53D	4-Dr. Sedan	Rideau 500
COMET	30	54B	4-Dr. Sedan		23		65D	2-Dr. Hardtop-Formal		
COMET	31	62B	2-Dr. Sedan		25		53F	4-Dr. Sedan	Montcalm	
	COUGAR	91	65D		2-Dr. HardtopⓈ		26	65F		2-Dr. Hardtop
COUGAR	92	76D	Convertible		27		57F	4-Dr. Hardtop	Station Wagons-4 Dr.	
	93	65F	2-Dr. Hardtop	36	71D		Rideau 500-6 Pass.			
	94	76F	Convertible	38	71F		Montcalm-6 Pass.			
	FORD	51	54B	4-Dr. Sedan	Custom	MONTEGO	01	65A	2-Dr. Hardtop	Montego
52		65D	2-Dr. Hardtop(Canada Only)	Custom 500	02		54A	4-Dr. Sedan	Montego MX	
53		54D	4-Dr. Sedan	Custom 500	05		57B	4-Dr. Hardtop		
54		54F	4-Dr. Sedan	Galaxie 500	06		54B	4-Dr. Sedan		
58		65F	2-Dr. Hardtop	LTD	07		65B	2-Dr. Hardtop	Montego MX Brougham	
56		57F	4-Dr. Hardtop		10		54D	4-Dr. Sedan		
61		76H	Convertible		11		65D	2-Dr. Hardtop		
64		57H	4-Dr. Hardtop		12		57D	4-Dr. Hardtop	Cyclone	
62		65H	2-Dr. Hardtop		15		65F	2-Dr. Hardtop		
63		53H	4-Dr. Hardtop Sedan		LTD Brougham		17	65G	2-Dr. Hardtop	Cyclone Spoiler
66		53K	4-Dr. Hardtop Sedan	Custom Ranch	16		65H	2-Dr. Hardtop	Cyclone GT	
67		57K	4-Dr. Hardtop		70		71B	4-Dr. Wagon	Custom Ranch	
68		65K	2-Dr. Hardtop		72		71D	4-Dr. Wagon	Custom 500 RanchⓈ	
70		71B	4-Dr. Wagon		74		71F	4-Dr. Wagon	Country SedanⓈ	
72		71D	4-Dr. Wagon		76		71H	4-Dr. Wagon	Country SquireⓈ	
LINCOLN		82	53A		4-Dr. Sedan		MUSTANG	01	65D	2-Dr. Hardtop
	CONTINENTAL	81	65A		2-Dr. Hardtop			02	63D	2-Dr. SportsroofⓈ
MARK III	89	65A	2-Dr. Hardtop		03			76D	Convertible	Grande
MAVERICK	91	62A	2-Dr. Sedan	04	65F	2-Dr. Hardtop				
	92	54A	4-Dr. Sedan	05	63R	2-Dr. Sportsroof				
	93	62D	2-Dr. Sport Sedan	Grabber	THUNDERBIRD	83	65A	2-Dr. HardtopⓈ	Mach I	
MERCURY	44	53B	4-Dr. Sedan	Monterey		83	65C	2-Dr. Hardtop		
	46	65B	2-Dr. Hardtop	84		65B	2-Dr. LandauⓈ			
				84		65D	2-Dr. Landau			
				87		57B	4-Dr. LandauⓈ			
				87		57C	4-Dr. Landau			

Ⓢ Also available w/Dual Face Rear Seats

Ⓢ Also "BOSS"

Ⓢ Merchandised as options (Bucket seats)

Ⓢ Also "GT"

INTERIOR TRIM CODES

Code	Trim Scheme
1A.....	Black Vinyl
1A.....	Black Cloth and Vinyl
1B.....	Med. Blue Vinyl
1B.....	Dk. Blue Cloth and Vinyl
1B.....	Med. Blue Cloth and Vinyl
1D.....	Dk. Red Vinyl
1D.....	Dk. Red Cloth and Vinyl
1E.....	Med. Vermilion Vinyl
1F.....	Med. Ginger Vinyl
1R.....	Med. Green Vinyl
1R.....	Med. Green Cloth and Vinyl
1R.....	Dk. Green Cloth and Vinyl
1W.....	White Vinyl
1Y.....	Lt. Gray Gold Vinyl
1Y.....	Lt. Gray Gold Cloth and Vinyl
1Z.....	Dk. Tobacco Cloth and Vinyl
2A.....	Black Cloth and Vinyl
2A.....	Black Vinyl
2A.....	Black Knit Vinyl
2B.....	Med. Blue Cloth and Vinyl
2B.....	Med. Blue Vinyl
2B.....	Dk. Blue Knit Vinyl
2D.....	Dk. Red Vinyl
2E.....	Med. Vermilion Cloth and Vinyl
2E.....	Med. Vermilion Vinyl
2F.....	Med. Ginger Cloth and Vinyl
2F.....	Med. Ginger Vinyl
2R.....	Med. Green Cloth and Vinyl
2R.....	Med. Green Vinyl
2R.....	Dk. Green Knit Vinyl
2W.....	White Vinyl
2W.....	White Knit Vinyl
2Y.....	Lt. Gray Gold Cloth and Vinyl
2Y.....	Lt. Gray Gold Vinyl
3A.....	Black Knit Vinyl
3A.....	Black Cloth and Vinyl
3B.....	Med. Blue Cloth and Vinyl
3B.....	Med. Blue Knit Vinyl
3B.....	Dk. Blue Cloth and Vinyl
3D.....	Dk. Red Cloth and Vinyl
3E.....	Med. Vermilion Cloth and Vinyl
3F.....	Med. Ginger Cloth and Vinyl
3F.....	Med. Ginger Knit Vinyl
3P.....	Med. Gray Cloth and Vinyl
3R.....	Dk. Green Cloth and Vinyl
3R.....	Med. Green Knit Vinyl
3R.....	Med. Green Cloth and Vinyl
3W.....	White Knit Vinyl
3Y.....	Lt. Gray Gold Cloth and Vinyl
4A.....	Black Cloth and Vinyl
4A.....	Black Knit Vinyl
4A.....	Black Vinyl
4A.....	Black Leather and Vinyl
4B.....	Med. Blue Cloth and Vinyl
4B.....	Med. Blue Vinyl
4B.....	Med. Blue Knit Vinyl
4B.....	Dk. Blue Knit Vinyl
4B.....	Dk. Blue Leather and Vinyl
4D.....	Dk. Red Vinyl
4D.....	Dk. Red Leather and Vinyl
4E.....	Med. Vermilion Cloth and Vinyl
4E.....	Med. Vermilion Knit Vinyl
4F.....	Med. Ginger Cloth and Vinyl
4F.....	Med. Ginger Vinyl
4F.....	Med. Ginger Leather and Vinyl
4K.....	Lt. Aqua Leather and Vinyl
4P.....	Med. Gray Leather and Vinyl
4R.....	Med. Green Cloth and Vinyl
4R.....	Med. Green Vinyl
4R.....	Dk. Green Knit Vinyl
4R.....	Dk. Green Leather and Vinyl
4W.....	White Vinyl
4W.....	White Knit Vinyl
4W.....	White Leather and Vinyl
4Y.....	Lt. Gray Gold Knit and Vinyl
4Y.....	Lt. Gray Gold Cloth and Vinyl

Code	Trim Scheme
4Y.....	Lt. Gray Gold Vinyl
4Y.....	Lt. Gray Gold Leather and Vinyl
4Z.....	Dk. Tobacco Leather and Vinyl
5A.....	Black Knit Vinyl
5A.....	Black Cloth and Vinyl
5A.....	Black Vinyl
5B.....	Med. Blue Knit Vinyl
5B.....	Med. Blue Cloth and Vinyl
5B.....	Med. Blue Vinyl
5D.....	Dk. Red Knit Vinyl
5D.....	Dk. Red Cloth and Vinyl
5E.....	Med. Vermilion Knit Vinyl
5F.....	Med. Ginger Knit Vinyl
5F.....	Med. Ginger Cloth and Vinyl
5R.....	Med. Green Knit Vinyl
5R.....	Med. Green Cloth and Vinyl
5W.....	White Knit Vinyl
5Y.....	Lt. Gray Gold Knit Vinyl
5Y.....	Lt. Gray Gold Cloth and Vinyl
5Y.....	Lt. Gray Gold Vinyl
5Z.....	Dk. Tobacco Cloth and Vinyl
6A.....	Black Vinyl
6A.....	Black Cloth and Vinyl
6A.....	Black Leather and Vinyl
6B.....	Med. Blue Leather and Vinyl
6B.....	Med. Blue Vinyl
6D.....	Dk. Red Leather and Vinyl
6D.....	Dk. Red Vinyl
6E.....	Med. Vermilion Vinyl
6F.....	Med. Ginger Leather and Vinyl
6F.....	Med. Ginger Vinyl
6R.....	Med. Green Leather and Vinyl
6R.....	Med. Green Vinyl
6W.....	White Leather and Vinyl
6W.....	White Vinyl
6Y.....	Lt. Gray Gold Vinyl
7A.....	Black Cloth and Vinyl
7A.....	Black Vinyl
7A.....	Black Leather and Vinyl
7B.....	Med. Blue Cloth and Vinyl
7B.....	Med. Blue Vinyl
7B.....	Dk. Blue Leather and Vinyl
7D.....	Dk. Red Cloth and Vinyl
7D.....	Dk. Red Leather and Vinyl
7F.....	Med. Ginger Cloth and Vinyl
7F.....	Med. Ginger Vinyl
7R.....	Med. Green Cloth and Vinyl
7R.....	Med. Green Vinyl
7R.....	Dk. Green Leather and Vinyl
7W.....	White Leather and Vinyl
7Y.....	Lt. Gray Gold Cloth and Vinyl
8A.....	Black Cloth and Vinyl
8A.....	Black Knit Vinyl
8A.....	Black Leather and Vinyl
8B.....	Med. Blue Cloth and Vinyl
8B.....	Med. Blue Knit Vinyl
8D.....	Dk. Red Knit Vinyl
8D.....	Dk. Red Leather and Vinyl
8E.....	Med. Vermilion Cloth and Vinyl
8E.....	Med. Vermilion Knit Vinyl
8F.....	Med. Ginger Knit Vinyl
8F.....	Med. Ginger Leather and Vinyl
8R.....	Med. Green Knit Vinyl
8W.....	White Knit Vinyl
8Y.....	Lt. Gray Gold Cloth and Vinyl
9A.....	Black Vinyl
9A.....	Black Cloth and Vinyl
9B.....	Med. Blue Vinyl
9B.....	Med. Blue Cloth and Vinyl
9D.....	Dk. Red Cloth and Vinyl
9D.....	Dk. Red Vinyl
9E.....	Med. Vermilion Cloth and Vinyl
9E.....	Med. Vermilion Vinyl
9F.....	Med. Ginger Vinyl
9F.....	Med. Ginger Cloth and Vinyl
9R.....	Med. Green Vinyl

Code	Trim Scheme
9R.....	Med. Green Cloth and Vinyl
9Y.....	Lt. Gray Gold Cloth and Vinyl
9Y.....	Lt. Gray Gold Vinyl
9Z.....	Dk. Tobacco Vinyl
AA.....	Black Cloth and Vinyl
AB.....	Dk. Blue Cloth and Vinyl
AD.....	Dk. Red Cloth and Vinyl
AE.....	Med. Vermilion Cloth and Vinyl
AF.....	Med. Ginger Cloth and Vinyl
AK.....	Lt. Aqua Cloth and Vinyl
AP.....	Med. Gray Cloth and Vinyl
AR.....	Dk. Green Cloth and Vinyl
AY.....	Lt. Gray Gold Cloth and Vinyl
BA.....	Black Cloth and Vinyl
BA.....	Black Knit Vinyl
BA.....	Black Vinyl
BB.....	Med. Blue Cloth and Vinyl
BB.....	Med. Blue Vinyl
BE.....	Med. Vermilion Cloth and Vinyl
BF.....	Med. Ginger Cloth and Vinyl
BF.....	Med. Ginger Knit Vinyl
BR.....	Med. Green Cloth and Vinyl
BR.....	Med. Green Knit Vinyl
BR.....	Med. Green Vinyl
BY.....	Lt. Gray Gold Vinyl
CA.....	Black Knit Vinyl
CA.....	Black Vinyl
CA.....	Black Cloth and Vinyl
CB.....	Med. Blue Knit Vinyl
CB.....	Med. Blue Vinyl
CB.....	Dk. Blue Cloth and Vinyl
CD.....	Dk. Red Vinyl
CD.....	Dk. Red Cloth and Vinyl
CE.....	Med. Vermilion Knit Vinyl
CF.....	Med. Ginger Knit Vinyl
CF.....	Med. Ginger Cloth and Vinyl
CF.....	Med. Ginger Vinyl
CR.....	Med. Green Knit Vinyl
CR.....	Med. Green Vinyl
CR.....	Dk. Green Cloth and Vinyl
CW.....	White Knit Vinyl
CY.....	Lt. Gray Gold Cloth and Vinyl
DA.....	Black Cloth and Vinyl
DB.....	Med. Blue Cloth and Vinyl
DD.....	Dk. Red Cloth and Vinyl
DE.....	Med. Vermilion Cloth and Vinyl
DF.....	Med. Ginger Cloth and Vinyl
DR.....	Med. Green Cloth and Vinyl
DY.....	Lt. Gray Gold Cloth and Vinyl
EA.....	Black Cloth and Vinyl
EB.....	Med. Blue Cloth and Vinyl
EB.....	Dk. Blue Cloth and Vinyl
ED.....	Dk. Red Cloth and Vinyl
EE.....	Med. Vermilion Cloth and Vinyl
EF.....	Med. Ginger Cloth and Vinyl
ER.....	Med. Green Cloth and Vinyl
ER.....	Dk. Green Cloth and Vinyl
EY.....	Dk. Gray Gold Cloth and Vinyl
EZ.....	Dk. Tobacco Cloth and Vinyl
FA.....	Black Vinyl
FA.....	Black Leather and Vinyl
FB.....	Med. Blue Vinyl
FD.....	Dk. Red Vinyl
FD.....	Dk. Red Leather and Vinyl
FF.....	Med. Ginger Vinyl
FR.....	Med. Green Vinyl
FW.....	White Vinyl
FY.....	Lt. Gray Gold Vinyl
FZ.....	Dk. Tobacco Leather and Vinyl
GA.....	Black Vinyl
GA.....	Black Knit Vinyl
GB.....	Med. Blue Vinyl
GD.....	Dk. Red Knit Vinyl
GE.....	Med. Vermilion Vinyl
GF.....	Med. Ginger Vinyl
GR.....	Med. Green Vinyl



INTERIOR TRIM CODES Cont'd.

Code	Trim Scheme
GW.....	White Knit Vinyl
HA.....	Black Cloth and Vinyl
HB.....	Med. Blue Cloth and Vinyl
HR.....	Med. Green Cloth and Vinyl
HY.....	Lt. Gray Gold Cloth and Vinyl
JA.....	Black Vinyl
JB.....	Med. Blue Vinyl
JE.....	Med. Vermilion Vinyl
JF.....	Med. Ginger Vinyl
JR.....	Med. Green Vinyl
JW.....	White Vinyl
JY.....	Lt. Gray Gold Vinyl
KA.....	Black Vinyl
KA.....	Black Knit Vinyl
KA.....	Black Cloth and Vinyl
KA.....	Black Leather and Vinyl
KB.....	Med. Blue Cloth and Vinyl
KB.....	Dk. Blue Leather and Vinyl
KD.....	Dk. Red Cloth and Vinyl
KD.....	Dk. Red Leather and Vinyl
KF.....	Med. Ginger Leather and Vinyl
KK.....	Lt. Aqua Leather and Vinyl
KP.....	Med. Gray Leather and Vinyl
KR.....	Dk. Green Leather and Vinyl
KR.....	Med. Green Cloth and Vinyl
KW.....	White Knit Vinyl
KW.....	White Leather and Vinyl
KY.....	Lt. Gray Gold Knit Vinyl
KY.....	Lt. Gray Gold Vinyl
KY.....	Lt. Gray Gold Cloth and Vinyl
KY.....	Lt. Gray Gold Leather and Vinyl
KZ.....	Dk. Tobacco Cloth and Vinyl
KZ.....	Dk. Tobacco Leather and Vinyl
LU.....	Lt. Beige Vinyl
MA.....	Black Knit Vinyl

Code	Trim Scheme
MB.....	Med. Blue Knit Vinyl
NA.....	Black Knit Vinyl
PB.....	Med. Blue Cloth and Vinyl
PE.....	Med. Vermilion Cloth and Vinyl
PF.....	Med. Ginger Cloth and Vinyl
QA.....	Black Knit Vinyl
QF.....	Med. Ginger Knit Vinyl
QR.....	Med. Green Knit Vinyl
QW.....	White Knit Vinyl
RA.....	Black Knit Vinyl
RA.....	Black Vinyl
RA.....	Black Cloth and Vinyl
RB.....	Med. Blue Knit Vinyl
RB.....	Med. Blue Vinyl
RD.....	Dk. Red Cloth and Vinyl
RE.....	Med. Vermilion Knit Vinyl
RE.....	Med. Vermilion Vinyl
RF.....	Med. Ginger Knit Vinyl
RF.....	Med. Ginger Vinyl
RR.....	Med. Green Knit Vinyl
RW.....	White Knit Vinyl
TA.....	Black Knit Vinyl
TB.....	Med. Blue Knit Vinyl
TE.....	Med. Vermilion Knit Vinyl
TF.....	Med. Ginger Knit Vinyl
TR.....	Med. Green Knit Vinyl
UA.....	Black Knit Vinyl
UA.....	Black Vinyl
UB.....	Med. Blue Vinyl
UF.....	Med. Ginger Knit Vinyl
UR.....	Med. Green Knit Vinyl
UW.....	White Knit Vinyl
UY.....	Lt. Gray Gold Knit Vinyl
UY.....	Lt. Gray Gold Vinyl
VA.....	Black Knit Vinyl

Code	Trim Scheme
VA.....	Black Cloth and Vinyl
VA.....	Black Vinyl
VB.....	Med. Blue Vinyl
VD.....	Dk. Red Cloth and Vinyl
VD.....	Dk. Red Vinyl
VF.....	Med. Ginger Vinyl
VR.....	Med. Green Vinyl
VY.....	Lt. Gray Gold Vinyl
VZ.....	Dk. Tobacco Vinyl
WA.....	Black Cloth and Vinyl
WA.....	Black Knit Vinyl
WA.....	Black Vinyl
WB.....	Med. Blue Cloth and Vinyl
WB.....	Med. Blue Vinyl
WD.....	Dk. Red Vinyl
WE.....	Med. Vermilion Cloth and Vinyl
WF.....	Med. Ginger Cloth and Vinyl
WF.....	Med. Ginger Vinyl
WR.....	Med. Green Cloth and Vinyl
WR.....	Med. Green Vinyl
WW.....	White Knit Vinyl
YA.....	Black Knit Vinyl
YB.....	Med. Blue Knit Vinyl
YE.....	Med. Vermilion Knit Vinyl
YF.....	Med. Ginger Knit Vinyl
YR.....	Med. Green Knit Vinyl
YW.....	White Knit Vinyl
ZA.....	Black Cloth and Vinyl
ZB.....	Med. Blue Cloth and Vinyl
ZD.....	Dk. Red Cloth and Vinyl
ZF.....	Med. Ginger Cloth and Vinyl
ZR.....	Med. Green Cloth and Vinyl
ZY.....	Lt. Gray Gold Cloth and Vinyl
ZZ.....	Dk. Tobacco Cloth and Vinyl

CY-1305-A

Interior Trim Codes Cont'd.

MODEL YEAR CODE

The number 1 designates 1971.  
**CONSECUTIVE UNIT NUMBERS**—1971 Passenger cars  
 100,001—Ford, Torino, Mustang, Thunderbird, Maverick  
 500,001—Mercury, Meteor, Montego, Cougar, Comet  
 800,001—Lincoln Continental and Mark III

Wheels and tires	GROUP 11
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<p><b>PART 11-01</b> General Wheel and Tire Service .....11-01-01</p> <p><b>PART 11-02</b> Wheels and Tires—Drop Center Rim .....11-02-01</p>	<p style="text-align: right;"><b>PAGE</b></p> <p><b>PART 11-10</b> Wheel Hubs and Bearings—Front .....11-10-01</p> <p style="text-align: right;"><b>PAGE</b></p> <p><b>PART 11-11</b> Wheel Hubs and Bearings—Rear .....11-11-01</p>
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## PART 11-01 General Wheel and Tire Service

Applies to All Models			
COMPONENT INDEX	Page	COMPONENT INDEX	Page
FRONT WHEEL BEARING MAINTENANCE .....	11-01-01	WHEEL BALANCING .....	11-01-01
		WHEEL INSPECTION .....	11-01-01

### 3 ADJUSTMENTS

#### WHEEL BALANCING

See the instructions provided with the Rotunda Wheel Balancer.

Make certain that the brakes are not dragging before attempting to spin the wheels. On vehicles equipped with disc brakes, push the brake shoes into the caliper to free the rotor.

#### FRONT WHEEL BEARING MAINTENANCE

Wheel bearings are adjustable to correct for bearing and spindle shoulder wear. Satisfactory operation and long life of bearings depend on proper adjustment and correct lubri-

cation. If bearings are adjusted too tightly, they will overheat and wear rapidly. An adjustment that is excessively loose will cause pounding and contribute to uneven tire wear, steering difficulties and inefficient brakes. The bearing adjustment should be checked at regular inspection intervals.

### 5 CLEANING AND INSPECTION

#### WHEEL INSPECTION

Wheel hub nuts should be inspected and tightened to specification at pre-delivery. Loose wheel hub nuts may cause shimmy and vibration. Elongated stud holes in the wheels may also result from loose hub nuts.

Keep the wheels and hubs clean. Stones wedged between the wheel and drum and lumps of mud or grease can unbalance a wheel and tire.

Check for damage that would

affect the runout of the wheels. Wobble or shimmy caused by a damaged wheel will eventually damage the wheel bearings. Inspect the wheel rims for dents that could permit air to leak from the tires.

Front hubs and bearings should be cleaned, inspected and lubricated whenever the hubs are removed or at the mileage/time periods indicated in the maintenance schedule.

New hub grease seals should be installed when the hub is removed. An imperfect seal may permit bearing

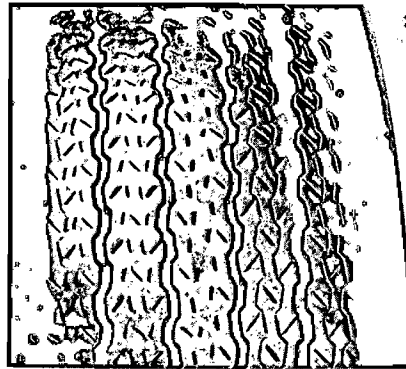
lubricant to reach the brake linings resulting in faulty brake operation and necessitating premature cleaning or replacement of linings.

#### TIRE INSPECTION

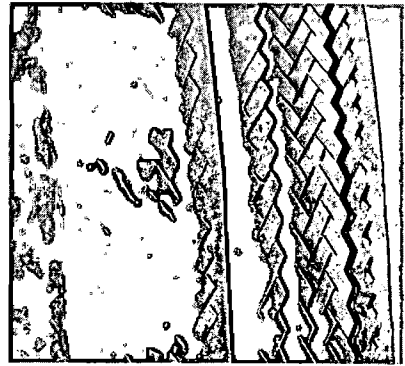
Incorrect wheel alignment can cause tire wear. Abnormal or excessive tire wear can also be caused by wheel/tire unbalance or incorrect tire pressure. Typical tire wear patterns are shown in Fig. 1.



UNDERINFLATION



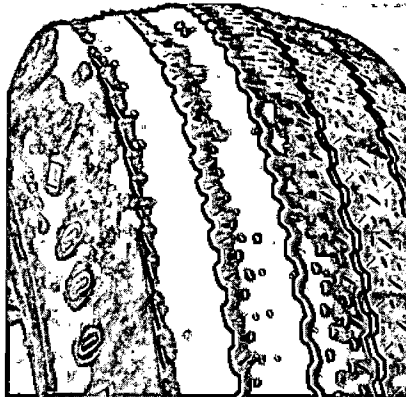
OVERINFLATION



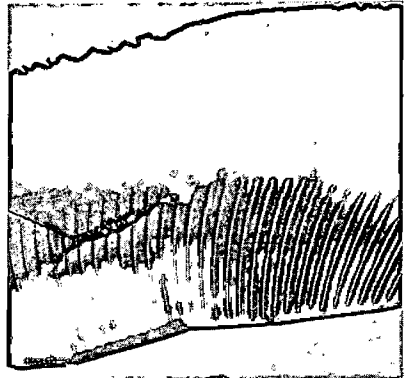
CUPPING—UNDERINFLATION AND/OR MECHANICAL IRREGULARITIES



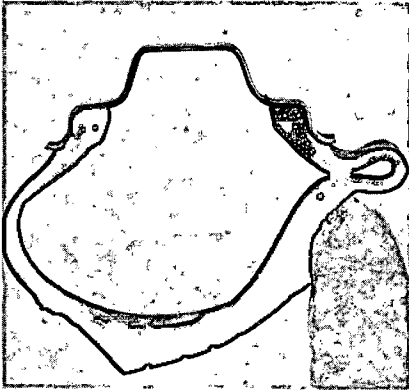
INCORRECT TOE-IN OR EXTREME CAMBER



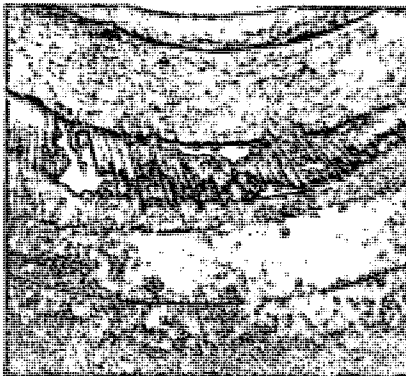
FEATHERING DUE TO MISALIGNMENT OR SEVERE CORNERING



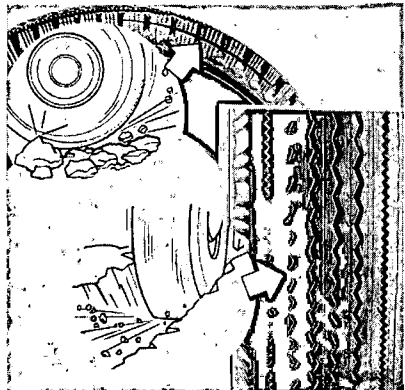
STONE BRUISE



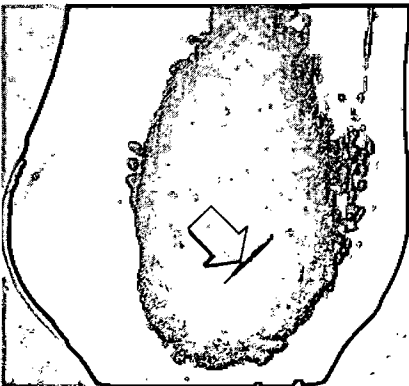
STONE BRUISE



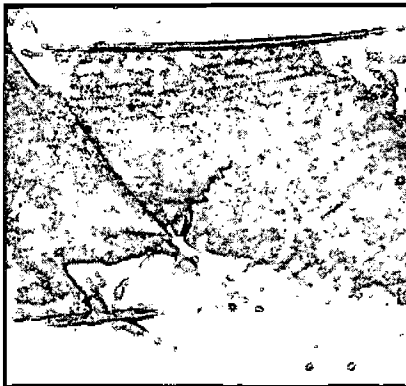
UNDERINFLATION



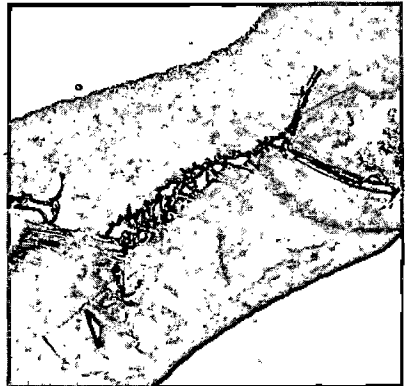
ROCK CUT



BRUISE



HEAT BRUISE



DOUBLE BRUISE—SHARP OBJECT AND RESULTING FATIGUE

F1467-C

FIG. 1 Tire Wear Conditions

# PART 11-02 Wheels and Tires—Drop Center Rim

COMPONENT INDEX	Page	COMPONENT INDEX	Page
FRONT WHEEL ASSEMBLY		REAR WHEEL ASSEMBLY	
Description .....	11-02-01	Description .....	11-02-01
FRONT WHEEL BEARING		SPACE SAVER SPARE TIRE	
Adjustment .....	11-02-02	Description .....	11-02-01
HOISTING INSTRUCTIONS .....	11-02-02	WHEELS AND TIRES	
		Removal and Installation .....	11-02-03

## 1 DESCRIPTION

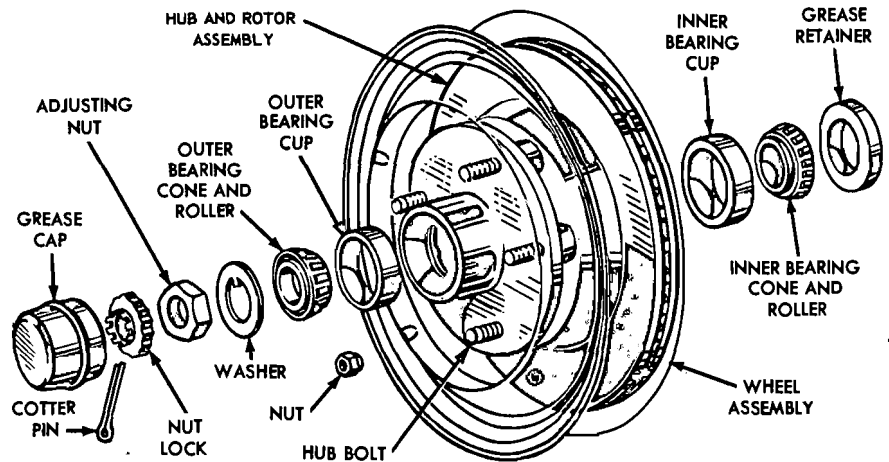
### SPACE SAVER SPARE TIRE

A space saver spare tire is available as a regular production option on Mustang vehicles.

The Space Saver Spare is designed primarily to provide more room in the luggage compartment. The tire is installed on the wheel in a deflated condition and protrudes barely beyond the periphery of the wheel; thereby, leaving extra storage space. Although more storage space is available, the vehicle full rated load specification must not be exceeded. This tire is not designed for extended mileage; therefore, it should not be used as a permanent substitute for conventional tires. The Space Saver Spare will enable the driver to drive at normal speed and load to the nearest service facility for repairs to a flat tire.

To inflate, carefully follow the instructions shown on the tire inflator can which is stowed under the tire and wheel assembly in the trunk

Use FoMoCo Inflator C9WA-



F1416-A

FIG. 2 Front Hub and Rotor Bearing and Grease Retainer Disc Brakes—Typical

19F514-A or Equivalent. Tire warranty for the Space Saver Spare is the same as original equipment tires. This warranty is void if inflators with sealants are used.

While inflating, keep hands off of metal parts of the inflator since the bottle becomes extremely cold during

discharge. Read the instructions on the bottle label. Always dispose of the empty bottle. Do not puncture or incinerate.

The inflator, when completely used, will inflate the tire within specifications.

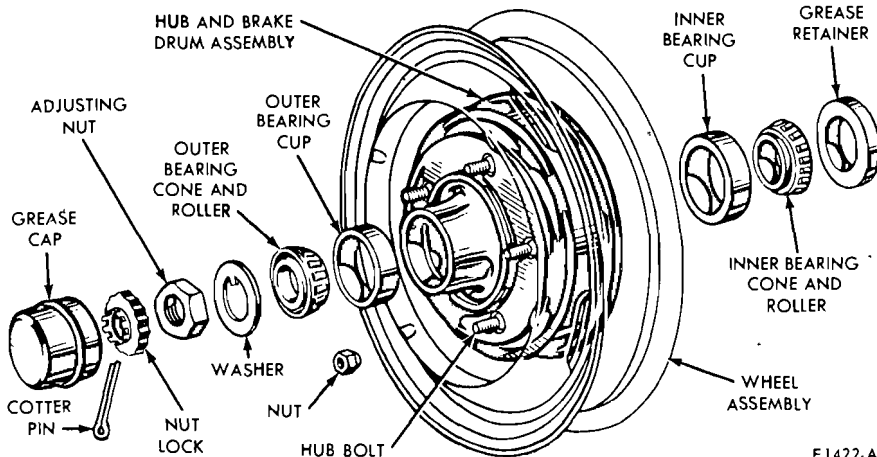
The Space Saver Spare can, in case of a puncture, be repaired the same as an original equipment tire.

### FRONT WHEEL ASSEMBLY

Each front wheel and tire is bolted to its respective front hub and brake drum or rotor assembly. Two opposed tapered roller bearings are installed in each hub. A grease retainer is installed at the inner end of the hub to prevent lubricant from leaking into the drum or on the rotor. The entire assembly is retained to its spindle by the adjusting nut, nut lock and cotter pin (Figs. 1 and 2).

### REAR WHEEL ASSEMBLY

The rear wheel hub and brake drum assembly is attached to studs on the rear axle shaft flange by three



F1422-A

FIG. 1 Front Hub, Bearing and Grease Retainer Drum Brakes

speed nuts. The wheel and tire mounts on the same rear axle shaft flange studs and is held against the hub and

drum by the wheel nuts. The rear wheel bearing is pressed onto the axle shaft just inside the shaft flange, and

the entire assembly is retained to the rear axle housing by the bearing retainer plate which is bolted to the housing flange.

### 3 ADJUSTMENTS

#### HOISTING INSTRUCTIONS

Damage to steering linkage components and front suspension struts may occur if care is not exercised when positioning the hoist adapters of 2 post hoists prior to lifting the vehicle.

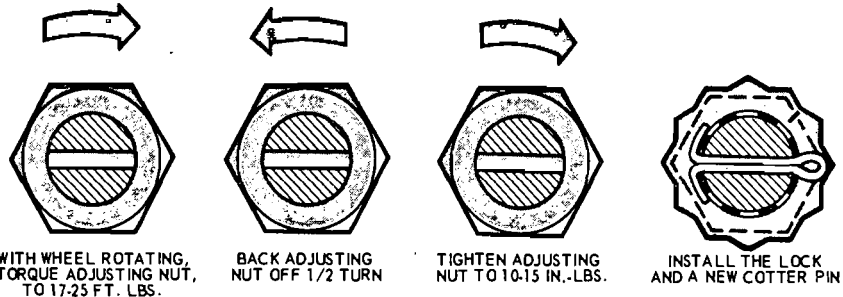
If a 2 post hoist is used to lift the vehicle, place the adapters under the lower arms or the No. 1 crossmember. Do not allow the adapters to contact steering linkage. If the adapters are placed under the crossmember, a piece of wood (2x4x16 inches) should be placed on the hoist channel between the adapters. This will prevent the adapters from damaging the front suspension struts.

#### FRONT WHEEL BEARING ADJUSTMENT

The front wheel bearings should be adjusted if the wheel is loose on the spindle or if the wheel does not rotate freely. The following procedures will bring the bearing adjustment to specification.

##### Drum Brakes

1. Raise the vehicle until the wheel and tire clear the floor.
2. Pry off the hub cap or wheel cover and remove the grease cap (Fig. 1) from the hub.
3. Wipe the excess grease from the end of the spindle, and remove the cotter pin and nut lock.
4. While rotating the wheel, hub, and drum assembly, torque the adjusting nut to 17-25 ft-lbs to seat the bearings (Fig. 3).
5. Back off the adjusting nut one half turn. Retighten the adjusting nut



F1417-A

FIG. 3 Front Wheel Bearing Adjustment

to 10-15 in.-lbs with a torque wrench or finger tight.

6. Position the nut lock on the adjusting nut so that the castellations on the lock are aligned with the cotter pin hole in the spindle, and install a new cotter pin. Bend the ends of the cotter pin around the castellated flange of the nut lock.

7. Check the front wheel rotation. If the wheel rotates properly, install the grease cap and the hub cap or wheel cover. If the wheel still rotates roughly or noisily, clean, inspect or replace the bearings and cups as required.

##### Disc Brakes

1. Raise the vehicle until the wheel and tire clear the floor.
2. Pry off the wheel cover and remove the grease cap (Fig. 2) from the hub.
3. Wipe the excess grease from the end of the spindle, and remove the adjusting nut cotter pin and nut lock.
4. Loosen the bearing adjusting nut three turns. Then, rock the wheel, hub, and rotor assembly in and out

several times to push the shoe and linings away from the rotor.

5. While rotating the wheel, hub, and rotor assembly, torque the adjusting nut to 17-25 ft-lbs to seat the bearings (Fig. 3).

6. Back the adjusting nut off one half turn. Retighten the adjusting nut to 10-15 in.-lbs with a torque wrench or finger tight.

7. Locate the nut lock on the adjusting nut so that the castellations on the lock are aligned with the cotter pin hole in the spindle.

8. Install a new cotter pin, and bend the ends of the cotter pin around the castellated flange of the nut lock.

9. Check the front wheel rotation. If the wheel rotates properly, install the grease cap and the hub cap or wheel cover. If the wheel still rotates roughly or noisily, clean or replace the bearings and cups as required.

10. Before driving the vehicle, pump the brake pedal several times to obtain normal brake lining to rotor clearance and restore normal brake pedal travel.

### 4 REMOVAL AND INSTALLATION

#### HOISTING INSTRUCTIONS

Damage to steering linkage components and front suspension struts

may occur if care is not exercised when positioning the hoist adapters of 2 post hoists prior to lifting the vehicle.

If a 2 post hoist is used to lift the

vehicle, place the adapters under the lower arms or the No. 1 crossmember. Do not allow the adapters to contact the steering linkage. If the adapters are placed under the crossmember, a piece

of wood (2x4x16 inches) should be placed on the hoist channel between the adapters. This will prevent the adapters from damaging the front suspension struts.

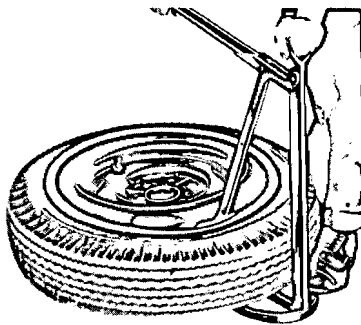
## WHEELS AND TIRES

### Wheel and Tire Removal

1. Pry off the wheel hub cap or wheel cover. Loosen but do not remove the wheel hub nuts.
2. Raise the vehicle until the wheel and tire clear the floor.
3. Remove the wheel hub nuts from the bolts, and pull the wheel and tire from hub and drum.

### Wheel and Tire Installation

1. Clean all dirt from the hub and drum.
2. Position the wheel and tire on the hub and drum. Install the wheel hub nuts and tighten them alternately to draw the wheel evenly against the hub and drum.



F 1424 A

FIG. 4 Loosening Tire Bead

3. Lower the vehicle to the floor, and torque the hub nuts to specification.

### Removing Conventional Tire From Wheel

The tire can be demounted on a mounting machine. Be sure that the outer side of the wheel is positioned downward. If tire irons are used, follow the procedure given here.

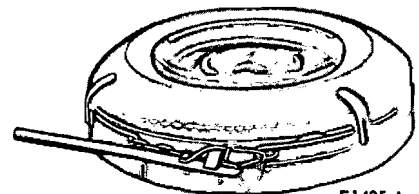
1. Remove the valve cap and core, and deflate the tire completely.
2. With a bead loosening tool, break loose the tire side walls from the wheel (Fig. 4).
3. Position the outer side of the wheel downward, and insert two tire irons about eight inches apart between the tire inner bead and the back side of the wheel rim. Use only tire irons with rounded edges or irons designed for removing tubeless tires.
4. Leave one tire iron in position, and pry the rest of the bead over the rim with the other iron. Take small bites with the iron around the tire in order to avoid damaging the sealing surface of the tire bead.
5. Stand the wheel and tire upright with the tire outer bead in the drop center well at the bottom of the wheel. Insert the tire iron between the bead and the edge of the wheel rim and pry the wheel out of the tire.

### Mounting Conventional Tire To Wheel

1. If a used tire is being installed remove all dirt from the tire. If a tire is being mounted to the original wheel, clean the rim with emery cloth or fine steel wool. Check the rim for dents.

If a new wheel is being installed, coat a new valve with RUGLYDE or similar rubber lubricant and position the valve to the new wheel. Use a rubber hammer or a valve replacing tool to seat the valve firmly against the inside of the rim.

2. Apply RUGLYDE or a similar rubber lubricant to the sealing surface on both tire beads. With the outer side of the wheel down, pry the beads over the wheel rim with two tire irons. Do not use a hammer or mallet to force the beads over the rim.
3. Align the balance mark on the tire with the valve on the wheel.
4. Hold the beads against the rim flanges by positioning a tire mounting band over the tire (Fig. 5). If a mounting band is not available, tie a tourniquet of heavy cord around the circumference and in the center of the tire. Tighten the cord with a tire iron. Center the tire on the wheel with a rubber mallet.
5. Give the tire a few quick bursts of air to seat the beads properly, then inflate the tire to 40 psi pressure. Check to see that the bead positioning rings (outer rings near the side walls) are evenly visible just above the rim flanges all the way around the tire. If the rings are not even, deflate the tire completely and inflate it again.
6. When the rings are properly positioned, deflate the tire to the recommended pressure.



F 1425-A

FIG. 5 Tubeless Tire Mounting Band



# PART 11-10 Wheel Hubs and Bearings—Front

Applies to All Models			
COMPONENT INDEX	Page	COMPONENT INDEX	Page
FRONT HUB AND DRUM ASSEMBLY Removal and Installation .....	11-10-03	FRONT WHEEL GREASE SEAL Removal and Installation .....	11-10-01
FRONT HUB AND ROTOR ASSEMBLY Removal and Installation .....	11-10-03	HOISTING INSTRUCTIONS .....	11-10-01
FRONT WHEEL ASSEMBLY Description .....	11-10-01	SPECIAL TOOLS .....	11-10-04

## 1 DESCRIPTION

### FRONT WHEEL ASSEMBLY

Each front wheel and tire is bolted to its respective front hub and brake

drum or rotor assembly. Two opposed tapered roller bearings are installed in each hub. A grease retainer is installed at the inner end of the hub to prevent lubricant from leaking into the drum

or on the rotor. The entire assembly is retained to its spindle by the adjusting nut, nut lock and cotter pin (Figs. 1 and 2, Part 11-02, Section 1).

## 4 REMOVAL AND INSTALLATION

### HOISTING INSTRUCTIONS

Damage to steering linkage components and front suspension struts may occur if care is not exercised when positioning the hoist adapters of 2 post hoists prior to lifting the vehicle.

If a 2 post hoist is used to lift the vehicle, place the adapters under the lower arms or the No. 1 crossmember. Do not allow the adapters to contact the steering linkage. If the adapters are placed under the crossmember, a piece of wood (2x4x16 inches) should be placed on the hoist channel between the adapters. This will prevent the adapters from damaging the front suspension struts.

### FRONT WHEEL GREASE SEAL AND BEARING REMOVAL, INSTALLATION AND/OR REPACKING

If bearing adjustment will not eliminate looseness or rough and noisy operation, the hub and bearings should be cleaned, inspected, and repacked with specified wheel grease. If the bearing cups or the cone and roller assemblies are worn or damaged, they should be replaced.

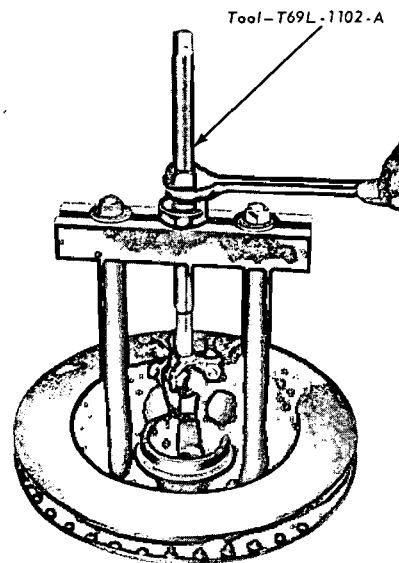


FIG. 1 Removing Front Wheel Bearing Cups—Disc (Drum-Type Similar)

### Drum Brakes

1. Raise the vehicle until the wheel and tire clear the floor.

2. Remove the wheel cover or hub cap. Remove the grease cap from the hub. Remove the cotter pin, nut lock, adjusting nut, and flat washer from the spindle. Remove the outer bearing cone and roller assembly (Fig. 1, Part 11-02, Section 1).

3. Pull the wheel, hub, and drum assembly off the wheel spindle.

4. Remove the grease retainer with Tool 1175AB and discard. Remove the inner bearing cone and roller assembly from the hub.

5. Clean the lubricant off the inner and outer bearing cups with solvent and inspect the cups for scratches, pits, excessive wear, and other damage. If the cups are worn or damaged, remove them with Tool T69L-1102-A (Fig. 1).

6. Thoroughly clean the inner and outer bearing cone and roller assemblies with solvent and dry them thoroughly. Do not spin the bearings with compressed air.

Inspect the cone and roller assemblies for wear or damage, and replace them if necessary. The cone and roller assemblies and the bearing cups should be replaced as a unit if damage to either is encountered.

7. Thoroughly clean the spindle and the inside of the hub with solvent to remove all old lubricant.

Cover the spindle with a clean cloth, and brush all loose dust and dirt from the brake assembly. **To prevent getting dirt on the spindle, carefully remove the cloth from the spindle.**

8. If the inner and/or outer bearing cup(s) were removed, install the replacement cup(s) in the hub with the tool shown in Fig. 2. **Be sure to seat the cups properly in the hub.**

9. Pack the inside of the hub with specified wheel bearing grease. Add lubricant to the hub only until the grease is flush with the inside diameter of both bearing cups (Fig. 3).

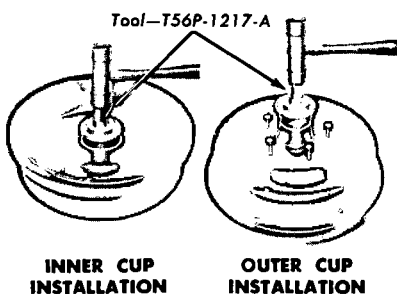
10. All old grease should be completely cleaned from the bearings and surrounding surfaces before repacking them with new grease (CIAZ19590-B). The new lithium base grease is not compatible with sodium base grease which may have been present on the bearing surfaces. Pack the bearing cone and roller assemblies with wheel bearing grease. A bearing packer is desirable for this operation. If a packer is not available, work as much lubricant as possible between the rollers and cages. Lubricate the cone surfaces with grease.

11. Place the inner bearing cone and roller assembly in the inner cup. Apply a light film of grease to the lip(s) of the grease retainer and install the new grease retainer with the reverse end of the tool shown in Fig. 2. **Be sure that the retainer is properly seated.**

12. Adjust the brake shoes as outlined in Group 12.

13. Install the wheel, hub, and drum assembly on the wheel spindle. **Keep the hub centered on the spindle to prevent damage to the grease retainer or the spindle threads.**

14. Install the outer bearing cone and roller assembly and the flat washer on the spindle, then install the adjusting nut (Fig. 1, Part 11-02, Section 1).



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FIG. 2 Installing Front Wheel Bearing Cups—Drum

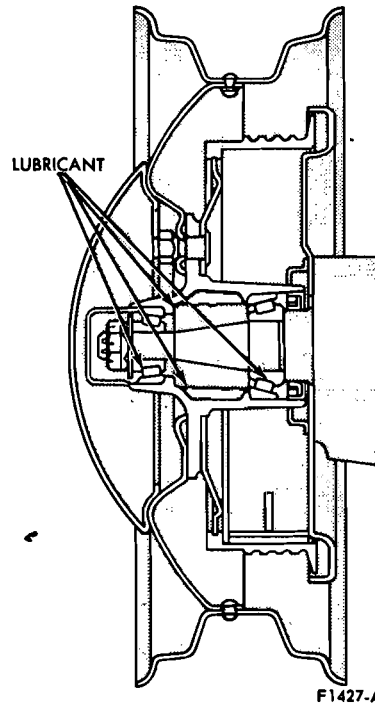


FIG. 3 Front Wheel Hub Lubrication

15. Adjust the wheel bearings as outlined in Part 11-02, Section 3 and install a new cotter pin. Bend the ends of the cotter pin around the castellations of the nut lock. Install the grease cap.

16. Install the hub cap or wheel cover.

#### Disc Brakes

1. Raise the vehicle until the wheel and tire clear the floor.

2. Remove the wheel cover or hub cap from the wheel.

3. Remove the wheel and tire from the hub and rotor.

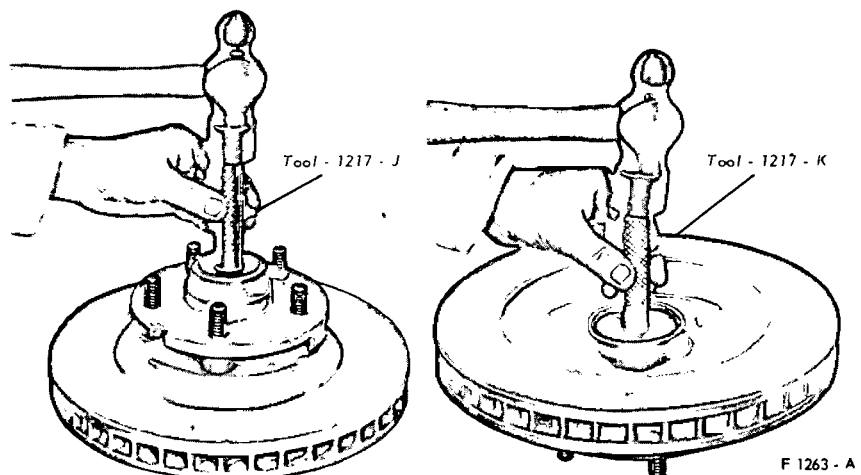


FIG. 4 Installing Front Wheel Bearing Cup—Disc Type

4. Remove 2 bolts and washers that attach the caliper to the spindle. Remove the caliper from the rotor and wire it to the underbody to prevent damage to the brake hose.

5. Remove the grease cap from the hub. Remove the cotter pin, nut lock, adjusting nut, and flat washer from the spindle. Remove the outer bearing cone and roller assembly (Fig. 2, Part 11-02, Section 1).

6. Pull the hub and rotor assembly off the wheel spindle.

7. Remove and discard the old grease retainer. Remove the inner bearing cone and roller assembly from the hub.

8. Clean the lubricant off the inner and outer bearing cups with solvent and inspect the cups for scratches, pits, excessive wear, and other damage. If the cups are worn or damaged, remove them with Tool T69L-1102-A (Fig. 1).

9. Thoroughly clean the inner and outer bearing cones and rollers with cleaning solvent, and dry them thoroughly. **Do not spin the bearings dry with compressed air.**

**Inspect the cones and rollers for wear or damage, and replace them if necessary. The cone and roller assemblies and the bearing cups should be replaced as a set if damage to either is encountered.**

10. Thoroughly clean the spindle and the inside of the hub with solvent to remove all old lubricant.

Cover the spindle with a clean cloth, and brush all loose dust and dirt from the dust shield. **To prevent getting dirt on the spindle, carefully remove the cloth from the spindle.**

11. If the inner and/or outer bearing cup(s) were removed, install