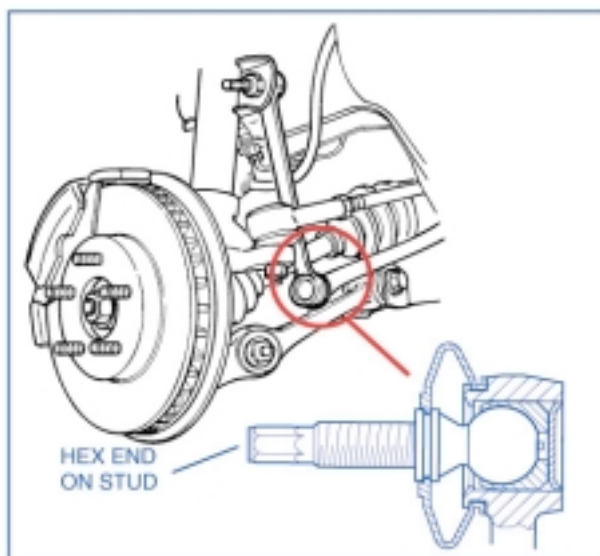


# TechPro<sup>SM</sup> Bulletin

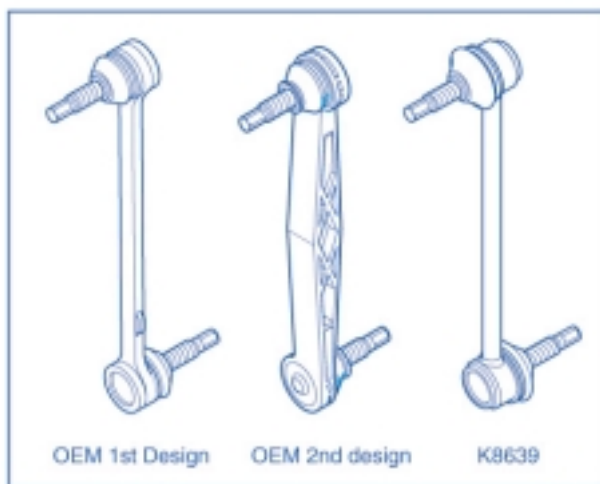
SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

BULLETIN CQ3-96

## FRONT STABILIZER BAR LINK 1986-94 TAURUS/SABLE, 1988-94 LINCOLN CONTINENTAL



The appearance of the stabilizer bar link used on these vehicles can vary depending on the production year and previous service. The first OEM design utilized a metal link which incorporated a ball stud at each end. The ball studs are encapsulated in a plastic bearing. The second OEM design link is constructed from plastic. The appearance is visually different, but the the function and operating dimensions are the same as the first design. The CARQUEST, K8639, link is visually different from both OEM designs. The CARQUEST design is metal with the ball stud encapsulated in a plastic bearing. The CARQUEST ball stud design is similar to the OEM designs because it is a sealed unit protected by a rubber boot. Although physically different, all three designs have equivalent strength, serve the same function, and are interchangeable.



**NOTE:** Failure of the stabilizer link is often traced to improper service procedures.

The link is often disconnected to service the vehicle suspension or drive line. If an air wrench is used to separate the link from its attaching points failure in the ball stud/socket may occur. This is a result of using an air wrench and spinning the nut, while failing to hold the stud, to disconnect the link. The rapid spinning of the ball stud within the bearing can cause premature failure. The hex on the ball stud is to allow the technician to keep the stud from turning while removing the nut. Proper removal and installation will improve service life of the component.



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