

# Bulletin ServiceLink<sup>SM</sup>



SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

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## SERVICING AEROSTAR UPPER BALL JOINTS

1986 through 1996 Ford Aerostar upper ball joints are riveted to the control arm, figure 1. The manner in which the control arm is connected to the vehicle makes it easier to service the ball joints without removing the control arm from the vehicle. Some vehicles are equipped with a "bolt on" damper, also shown in figure 1. This damper does not effect ball joint service.

**Note:** If the upper control arm is to be removed, be sure to consult a factory service manual before beginning service.

The rivets holding the ball joint can be removed by drilling through the rivets or using a chisel to remove the rivet head and then use a punch to drive the rivets out, figure 2.

The rivets have a slight taper and are more easily removed if they are driven out from the underside of the control arm. You can prop the arm up in a position that allows you better access to the lower rivet heads. When using a chisel be careful not to damage the control arm. The ball joint will often become free of the control arm with the rivets still partially in the original ball joint housing.

During reassembly be sure the holes in the control arm are in good condition. Position the mounting bolts as shown in figure 3 with the attaching nuts on the top side of the ball joint. Torque the nuts to 14 to 19 foot pounds. When connecting the ball joint stud to the knuckle use the new pinch bolt and nut provided and torque to 27-37 foot pounds.

