

# Bulletin ServiceLink<sup>SM</sup>



Bulletin SL2-95  
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SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

## SERVICE PRECAUTION FRONT STABILIZER BAR LINK 1986-94 Taurus/Sable, 1988-94 Lincoln Continental

If the stabilizer bar link is to be disconnected during steering or suspension service care must be taken not to damage the link.

The stabilizer bar link uses a ball stud and socket at each end. The studs, which allow the link to pivot, are encapsulated in a plastic bearing (non-greaseable and non-serviceable), fig.1.

### NOTE:

Similar stabilizer links can be found on Chrysler, General Motors, Hyundai, and Mitsubishi vehicles.

The ball stud has an 8mm hex at the stud end to enable the technician to hold the ball stud stationary while removing the deformed thread nut (18mm), fig.2.

The use of an air powered wrench to remove the nut by spinning the nut and ball stud can result in internal damage to the ball stud and plastic bearing. Damage to one, or both ends of the link can result in a rattle or a popping noise during suspension movement, fig.3.

To inspect the stabilizer bar link look for looseness between the ball stud and housing.

Damaged or worn stabilizer bar links should be replaced. **K8639** link fits 1986-94 Ford Taurus, Mercury Sable, and 1988-94 Lincoln Continental.

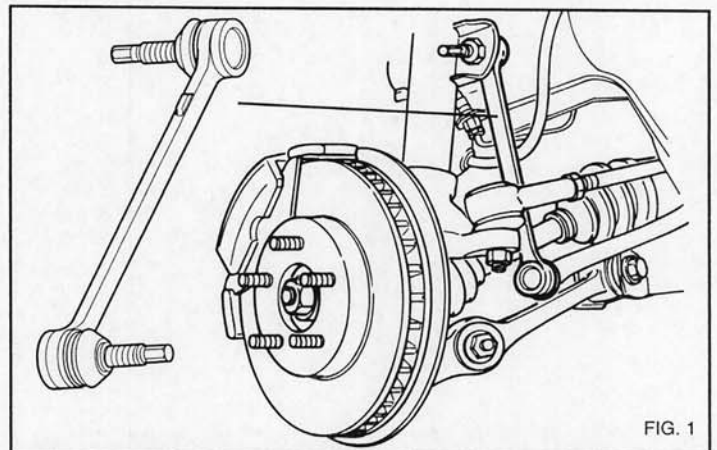


FIG. 1

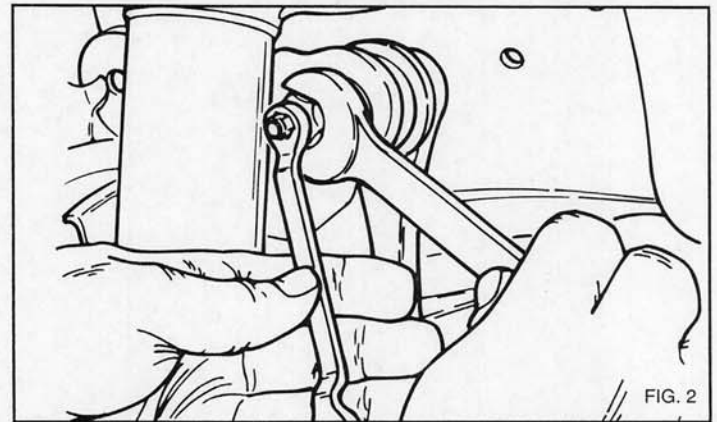


FIG. 2

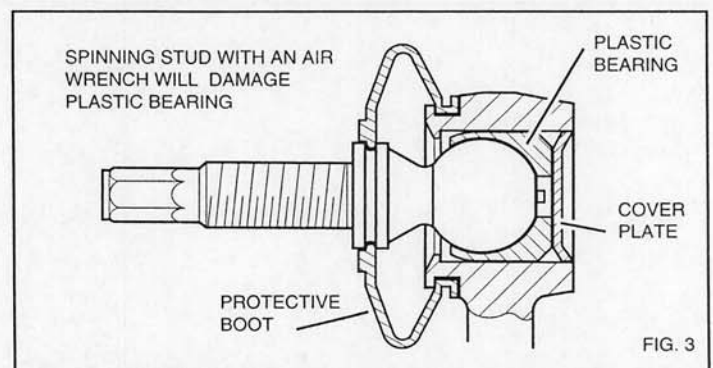


FIG. 3