



For ALL Your Air Suspension Needs!!!

1995-2002

Lincoln Continental



39F-31-F

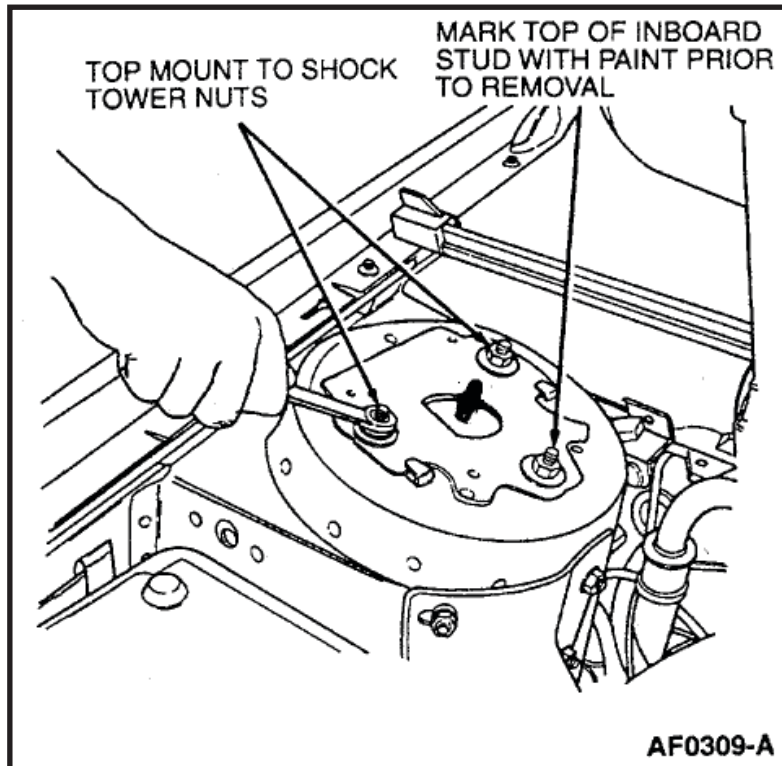
Front Strut Full Assembly with Coils



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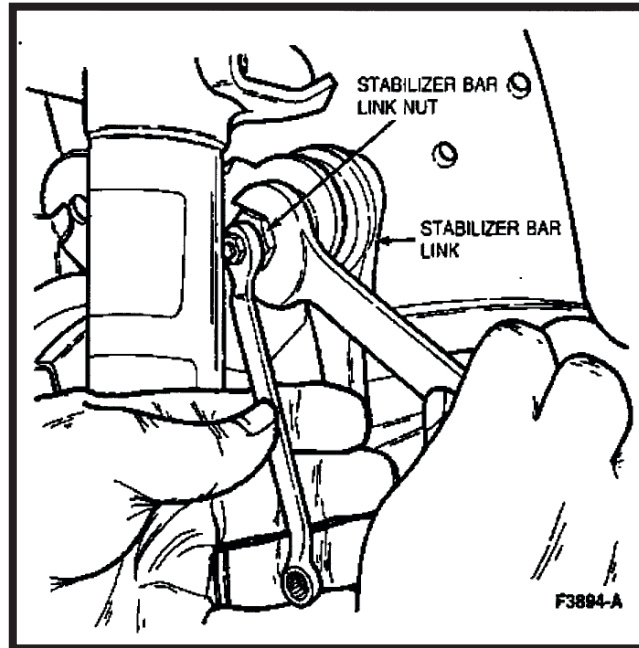
WARNING:

BEFORE YOU BEGIN THE REMOVAL OR INSTALLATION, READ ALL INSTRUCTIONS THOROUGHLY! THE WARRANTY WILL BE VOID IF INSTRUCTIONS ARE NOT FOLLOWED EXACTLY. DO NOT WORK UNDER CAR UNDER A VEHICLE SUPPORTED BY A JACK. ALWAYS SUPPORT THE VEHICLE ON SAFETY STANDS.



REMOVAL

1. Turn off air suspension switch.
2. Turn ignition switch to OFF position to place steering column in unlocked position.
3. Loosen but do not remove three top mount-to-shock tower nuts.
4. Raise vehicle on hoist.
5. Remove tire and wheel assembly.
6. Remove brake hose bracket from front shock absorber (strut). **CAUTION: Use extreme care not to damage boot seal. Do not use power tools to remove nut or bearing and seal damage will result. Loosen nut first, then remove nut from stud using the hex hold feature.**



7. **Remove vinyl cover from upper link stud. Remove stabilizer bar link nut, and remove stabilizer bar link from front shock absorber (strut).**
8. **Disconnect air suspension height sensor from lower height sensor ball stud and position out of the way. CAUTION: Do not allow the halfshaft to move outboard. Over-extension of the tripod front wheel drive joint could result in separation of internal parts, causing failure of the joint. NOTE: Do not use a hammer to separate ball joint from front suspension lower arm. Use extreme care not to damage boot seal.**
10. **Remove front spring and shock-to-front wheel knuckle pinch bolt and nut. Lightly spray the shock tube to top of shock pinch joint with Penetrating Lubricant E8AZ-19A501-B or equivalent. Using a large screwdriver, slightly spread knuckle-to-front spring and shock pinch joint, if required, for removal.**
11. **Remove three top mount-to-shock tower nuts and remove front shock absorber (strut) and spring assembly from vehicle.**



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INSTALLATION

1. **Install front shock absorber (strut) and spring assembly and three top mount-to-shock tower nuts; leave nuts loose.**
2. **Position front shock absorber (strut) into front wheel knuckle.**
3. **Install a new front shock-to-front wheel knuckle pinch bolt and nut. Tighten to 98-132 Nm (73-98 ft. lbs.). CAUTION: Use extreme care not to damage boot seal. Do not use power tools to tighten the nut or bearing and seal damage will result. Use the hex hold feature to prevent stud from rotating. NOTE: After reassembly of wheel end, make sure the front wheel drive halfshaft is fully inserted into the transaxle. Visually inspect the seal area. Some polished surface is due to axial runout and is normal. Grasp the inboard housing and gently pull outward. A slight drag from the snap ring should be felt. Failure to fully seat halfshaft into transaxle may result in premature failure of halfshaft or transaxle.**
4. **Install stabilizer bar link to front shock absorber (strut) and install a new stabilizer bar link nut. Tighten to 77-103 Nm (57-75 ft. lbs.). Install stud cover.**
5. **Connect air suspension height sensor to lower height sensor ball stud.**
6. **Install screw and front brake hose to front shock absorber (strut). Tighten screw to 15 Nm (11 ft. lbs.).**
7. **Install tire and wheel assembly. Tighten lug nuts to 115-142 Nm (85-105 ft. lbs.).**
8. **Lower vehicle.**
9. **Tighten three top mount-to-shock tower nuts to 30-40 Nm (23-29 ft. lbs.).**
10. **Turn on air suspension switch.**
11. **Dash Check Suspension:
1995-1996 Leave the solenoid hooked up to the electrical connector.
1997-2002 Connect the resistor to the 2 wires going to the damper strut.**