

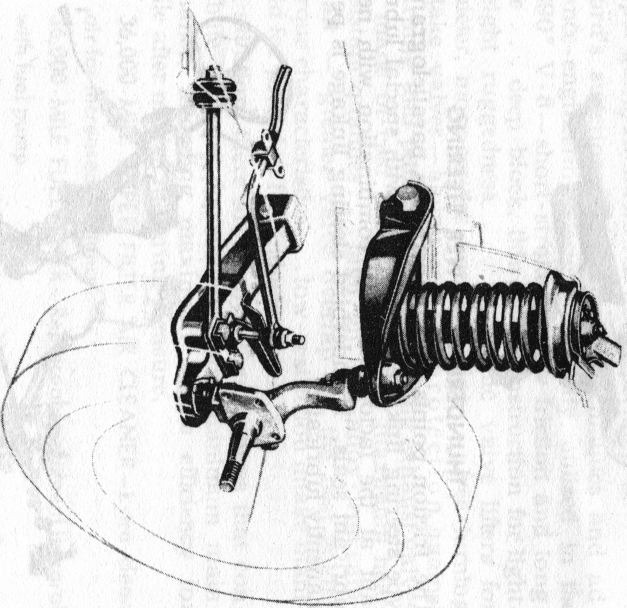
THUNDERBIRD CHASSIS

SUSPENSION

Thunderbird's front suspension is an independently sprung, coil-spring type with direct-acting shock absorbers concentrically mounted within the spring coils. Shock absorbers, new for '64, feature constant-viscosity fluid for more positive snubbing action in both hot and cold weather. In addition, the "shocks" have special rebound cutoff control to soften wheel rebound action with a cushion of oil for extra ride smoothness. The large, deep coil springs are mounted on top of the upper control arms for smoother spring action. Coil spring ends are mounted in rubber to assure quietness. The upper control arms are inclined 12 degrees to reduce "brake dive."

A rubber-mounted, strut-type stabilizer at each lower control arm holds the suspension system in alignment and permits the wheels to move slightly rearward for horizontal resiliency when bumps are encountered.

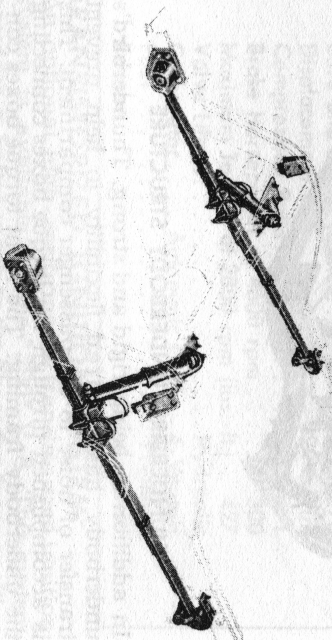
A rubber-mounted transverse link-type stabilizer bar connects the front suspension units for front-end sway control.



THUNDERBIRD FRONT SUSPENSION

The rear suspension system of Thunderbird is of the Hotchkiss Drive-type. Driving forces are smoothed out to provide a comfortable, cushioned ride as forces from braking or acceleration at the rear wheels are transmitted from the rear axle to the underbody through the 60-inch-long leaf-type suspension springs. The springs cushion the forward push of acceleration and also absorb the twisting motion of the rear axle housing as it tries to move rearward in reaction to acceleration power. The long leaf springs afford a soft cushioning effect and are damped by double-acting telescopic shock absorbers.

Large resilient rubber bushings at the spring front mounting eyes reduce road shock and noise and permit the wheels to move slightly rearward to assist the springs and tires in absorbing road irregularities, especially at higher speeds. The rear of the springs are mounted in tension-type shackles which compensate automatically for changes in car load or road conditions for a consistently smooth, even ride. In addition, to the rubber bushings at both ends of the springs, further isolation of road noise and shock in the passenger compartment is provided by the ISO-CLAMP mount between the springs and axle housing. Thick butyl rubber pads above and below each spring are enclosed in a two-piece metal box structure retained by the spring U-bolts. The rubber pads prevent metal-to-metal contact between the spring and axle housing, further eliminating noise transfer from the road to Thunderbird's interior. The angle-mounted telescopic shock absorbers feature constant-viscosity fluid, providing uniform snubbing action regardless of climatic conditions. Angle-mounting adds stability to Thunderbird's luxury ride, reducing side sway for easier, safer driver control.



THUNDERBIRD REAR SUSPENSION

SUSPENSION SPECIFICATIONS

FRONT	
Type	Independent with Ball Joints
Springs	4.18" ID Helical Coil—Rubber-Mounted
Shock Absorbers	Hydraulic, Telescopic, Vertical Mounting
Stabilizer	Link-Type Mounting, Rubber-Bushed
Steering Knuckle	Integral Spindle and Steering Arm
Wheel Bearings	Opposed Taper Roller
REAR	
Type	Longitudinal Semielliptic Leaf Springs with Rubber-Bushed Attachments
Number of Leaves	Five
Leaf Length and Width	60.00" x 2.5"
Spring Shackles	Tension-Type
Shock Absorbers	Hydraulic, Telescopic, Angle Mounting