

Idler Arms

The idler arm serves as a pivoting support for the steering linkage and is used to hold the center link at the proper height. From 1965 to 1973 the idler arms that Ford designed changed from having several different versions being used in the same model year (depending on steering options), to one version being used from 1971 to 1973 regardless of steering options. Much like some other components covered in this guide, production costs, maintenance, and service were made easier by these changes. This section details the year by year changes and how to identify what is correct per application.

1965 and 1966 Idler Arm Mounting Bracket

For these two years Ford designed the idler arm as two sub-assemblies, with the idler arm and the idler mounting bracket being two distinct parts with two distinct different part numbers. The idler mounting bracket was serviced under the part number of C3DZ-3351-A (shown below). This piece would bolt to the body of the car and be attached to the idler arm with a washer, cotter pin and cotter nut and typically have a green paint dab.



1965 and 1966 Idler Arms

Six cylinder Mustang, with manual steering, C3DZ-3352-L



Marked C4DA-3355-A



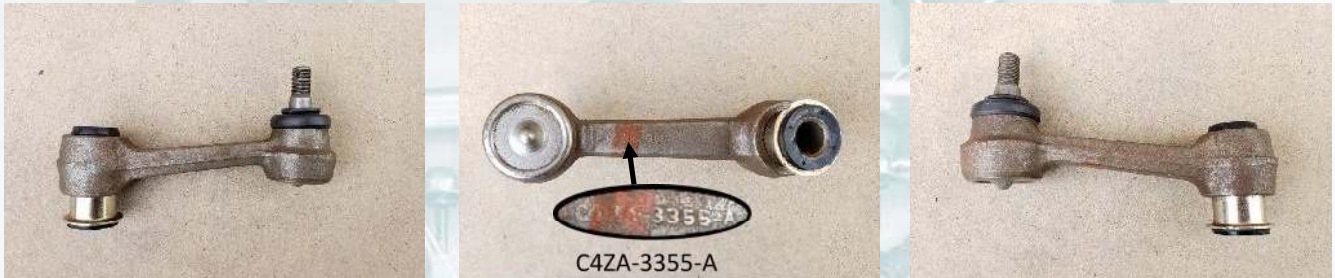
Idler Arms cont.

1965 and 1966 six cylinder Mustang, with power steering, C4DZ-3352-B



1965 and 1966 eight cylinder Mustang, with manual steering, C5ZZ-3352-A

Typically identified with a dab of brown paint



1965 and 1966 eight cylinder Mustang, with power steering, C5ZZ-3352-B

Typically identified with a dab of teal blue paint



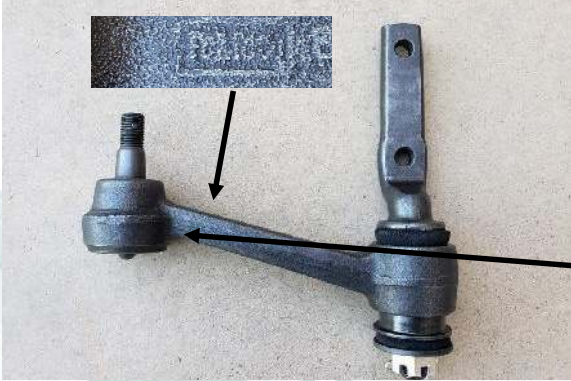
1965 and 1966 Idler Arm Dust Boot

All 1965 and 1966 idler arms (except 6 cyl, manual) used a dust boot on the idler arm stud that attached to the center link. The original dust boots are identified with the engineering number of C4ZA-3A196-A.



Idler Arms cont.

1965 and 1966 Shelby Mustang



Shown here is a complete and original Shelby idler arm assembly with the arm and bracket pieces together. The arm would typically be marked with the engineering number of XRR-25490 and with a FoMoCo or Ford stamp.



1967 to 1970 Idler Arms



For the 1967 to 1970 model years there were two different idler arms used that now included the bracket and arm as a complete assembly. The C7ZZ-3350-B was for manual steering and the C7ZZ-3350-A was for power steering. The visible difference is in the idler arm bracket that mounts to the frame. An easy way to identify a manual steering idler arm is the three holes in the mounting bracket vs two used for power steering. For the arm itself they both use the same that is marked with the C7ZA-3355-B engineering number.



Starting with the 1967 idler arms Ford no longer used a castle nut and cotter pin to hold the arm and bracket together. Instead they used a locknut and swedged the end to keep it place.



1971 to 1973—ALL



The final version of idler arms used on all Mustangs from 1971 to 1973 was consolidated into one version. Rather than have different versions for power steering and manual steering one single idler arm was for all cars. Engineering number on the idler arm would be a D1ZA-3355-AA

