Lower A Arm Installation Instructions

Tools Required:

- Jack and jackstands
- Ratchet
- Sockets/Wrenches: T50, 15mm, 3/8”, 1-1/8”
- Flat Head Screw Driver and Prybar

Installation:

1. Place front of vehicle securely on jackstands, place jack under a-arm that will be removed first.

2. Remove front wheels.

3. Using a ***T50 socket***, remove the two brake caliper bolts from each side of the vehicle as shown in **IMAGE 1**. Slide Caliper Up and off of the Rotor, use a bungie cord, zip tie, or hook to hang caliper and relieve tension off of the Brake Hose.

4. Using a flat head screw driver, remove the dust cover for the hub bearing as shown in **IMAGE 2**

5. Remove the Cotter Pin from the hub and remove the Cotter Pin Castle Cover as in **IMAGE 3**

6. Using a ***1-1/8” socket***, remove the hub nut.

7. Using your thumbs to hold the bearing into its race, remove the Brake Rotor and set aside as in **IMAGE 4**

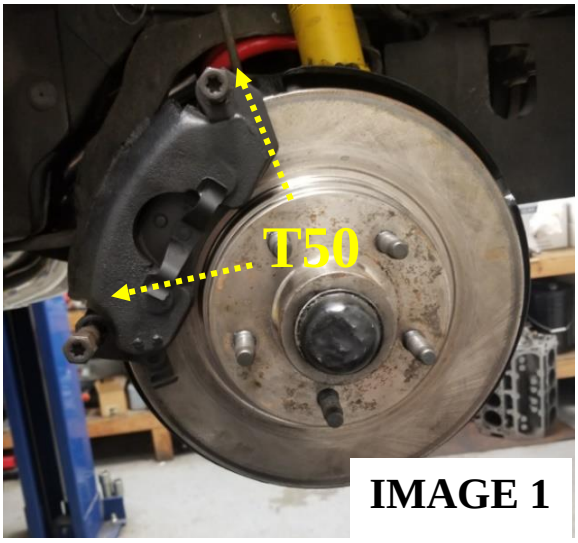


IMAGE 1


IMAGE 2


IMAGE 3


IMAGE 4

This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to vehicle/person during installation or use of this product.

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NOTE: Hub Cotter Pin, Castle Cover, Hub Nut, Bearing and Bearing Pre-Load washer should be kept in an area where there will not get contaminated with dirt and grime.)



IMAGE 5

8. Using the ***15mm socket***, remove sway bar end links and pivot sway bar out of the way.

9. Using a ***3/8” socket***, remove the three (3) screws holding the dust cover to the spindle as in **IMAGE 5**

10. Using a ***18mm socket,*** remove the nut from the ball joint on the power steering arm in **IMAGE 6**. Flip the nut over and thread it back onto the ball joint to be flush with the top of the threads. Use a non-marring hammer and break the seal of the ball joint by hitting the top of the ball joint stud.

11. **Use a jack and support the lower control arm. This is *critical* because the spring is *pre-loaded* and you could experience *explosive decompression* if the arm is not supported when you remove the shock from the spindle.**

12. With the lower control arm supported by the jack, use a ***21 and 24mm*** wrench and socket and remove the two (2) bolts holding the shock to the spindle shown in **IMAGE 7.**

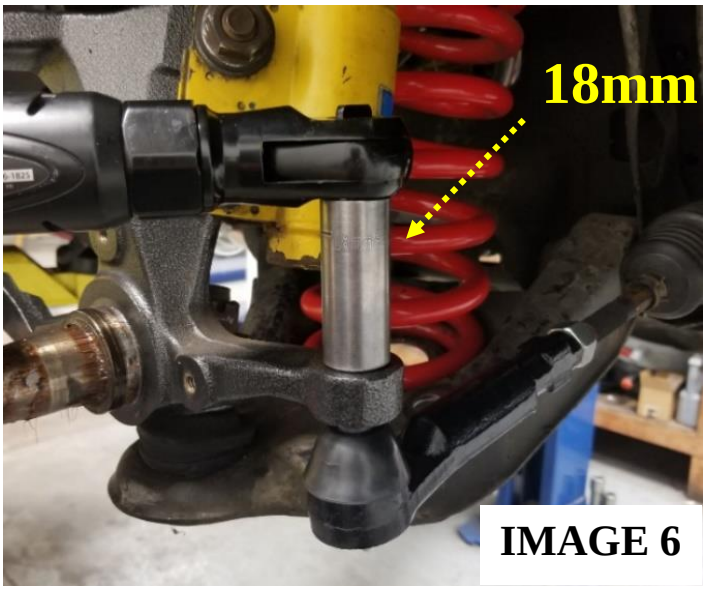


IMAGE 6

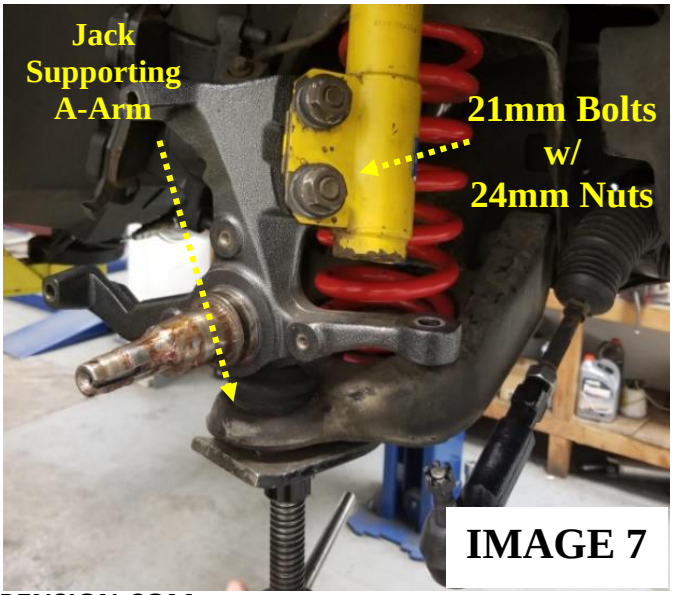


IMAGE 7

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13. With the shock out of the way, remove the Cotter Pin from the Lower Ball Joint and use a ***24mm*** socket to loosen the castle nut as in **IMAGE 8**. As with the previous ball joint, invert the nut and thread it so that the nut is flush with the top of the ball joint. Use a non-marring hammer to break the seal of the ball joint.

14. Using a ***pry bar***, hold the inner, bottom coil of the spring while you lower the jack. This will release the tension of the spring while keeping it contained as in **IMAGE 9**.

NOTE: You can also use a spring compressor if you have access to one

15. Using a ***21 and 24mm socket and wrench,*** remove the two (2) bolts holding the lower control arm to the car as shown in **IMAGE 10.**

16. Install the new arm using the factory bolts and in the reverse order of these instructions. Ensure that the spring is properly clocked so that the end of the pig tail sits against the spring ramp in the new arm.
Torque specs are listed on the next page.



IMAGE 8



IMAGE 9

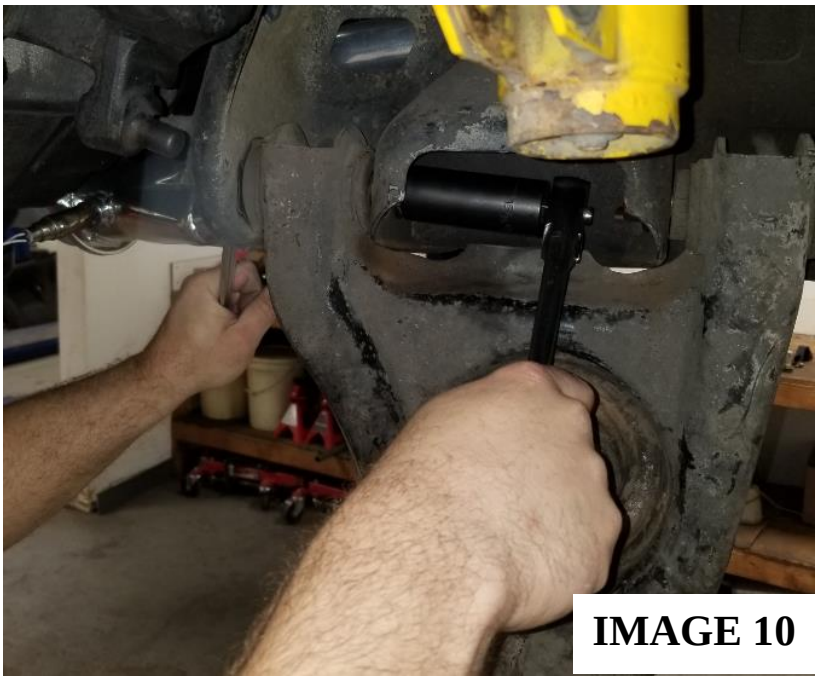


IMAGE 10

NOTE: You will be required to use the provided Aluminum spacer on top of the spindle and below the castle nut on the ball joint if you have purchase AA040 Arms

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Lower A Arm Installation Instructions

Control arm to K-member pivot bolts/nuts:
1979-1981 – 200 to 220ft-lbs
1982 – 215 to 260ft-lbs
1983-1985 – 150 to 180ft-lbs
1986-1993 – 110-150ft-lbs
Control ball joint to spindle nut:
1979-1982 – 80 to 120ft-lbs
1983-1986 – 100 to 120ft-lbs
1987-1993 – 80 to 120ft-lbs
Strut to spindle nuts/bolts:
1979-1985 – 150 to 180ft-lbs
1986-1993 – 140 to 200ft-lbs
Tie-rod end to spindle arm nuts:
1979-1993 – 35 to 47ft-lbs
Wheel lug nuts:
80 to 105ft-lbs





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Attention: Polyurethane and Delrin bushings must be properly lubricated with a full synthetic grease only

A full synthetic grease must be used to lubricate the inner sleeve via the grease fitting, contact points such as the outside faces of the polyurethane bushing must also be greased. We recommend Green Grease/Super Lube full synthetic grease for best results.



Do not install bushings dry. Lack of proper lubrication may cause squeaking, binding, premature wear, reduced performance, or damage to the bushings and related components. Bushings should be inspected and re-greased as needed, especially in harsh driving conditions or high-use applications.

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