Lower A Arm Installation Instructions

Due to the many different coilover options available, these instructions will not cover installation of the coilover. Please refer to manufacturer's instructions provided with the coilovers.



Tools Required:

Jack and jackstands
Ratchet
Sockets - 15mm, 18mm, 21mm, 24mm, E8 (external torx)
Wrenches - 24mm
Pry-bar or spring compressor

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 the 15mm socket, remove sway bar end links as shown in **IMAGE 1**.
4. Unclip ABS wires as shown in **IMAGE 2**.
5. Using the E8 socket, remove the ABS sensor.
6. Using the 24mm socket, remove the nuts and ABS line bracket from the strut as shown in **IMAGE 3**.





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7. Remove 15mm caliper bolts and hang the calipers as shown in **IMAGE 4**.



8. Using the 21mm socket and 24mm wrench, remove the lower strut bolts.

NOTE: Make sure jack is secure and has light pressure on the lower arm before removing strut bolts.

9. Remove 24mm lower ball joint nut as shown in **IMAGE 5**

10. Remove spindle, followed by the spring.

NOTE: Use caution removing the spring, as it can have a large amount of pressure on it. A spring compressor or an extra person with a pry bar to hold the spring in position is recommended.

11. Using the 21mm socket and 24mm wrench, remove the lower control arm bolts.

NOTE: On some cars the rack may need to be moved to remove the front control arm bolt. Loosen the 15mm and 18mm rack bolts and 13mm steering shaft bolt and slide rack forward to allow removal of control arm bolt.

12. Remove lower control arm.

13. Install new lower control arm using factory hardware as shown in **IMAGE 6**.





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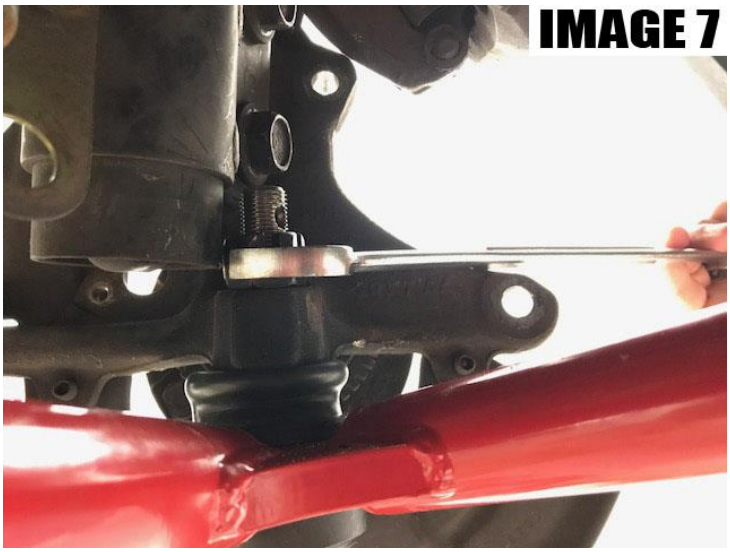
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14. Install coilover as per manufacturer's instructions.

15. Reinstall spindle to coilover using 21mm socket and 24mm wrench.

16. Install 24mm lower ball joint nut as shown in **IMAGE 7**.

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 AA035 Arms



17. Tighten 15mm and 18mm steering rack bolts, along with 13mm steering shaft bolt.

18. Install ABS line bracket and 24mm nuts on strut bolts.

19. Using the E8 socket, install ABS sensor and clip ABS wires back in.

20. Install rotor and caliper with 15mm caliper bolts.

21. Reinstall 15mm swaybar endlink bolts

22. Reinstall wheel.

23. Repeat steps for other side.

Torque Specs:

Sway Bar End Links: 14 ft-lbs
Ball joint to Steering Knuckle: 130 ft-lbs
Caliper to Steering Knuckle: 90ft-lbs
Control Arm to Cross-member: 170ft-lbs
Steering Rack to Cross-member: 35 ft-lbs
Shock to Steering Knuckle: 170 ft-lbs
Tie Rod Ends to Steering Knuckle: 35 ft-lbs
Wheel to Hub: 95ft-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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