Lower A Arm Installation Instructions

Tools Required:

- Jack and jackstands
- Wrenches and Sockets - 15mm, 18mm, 21mm, 24mm, E8 (external torx)
- 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 from the chassis as shown in **IMAGE 2**
5. Using the **E8 socket**, remove the ABS sensor from the shock.
6. Remove **15mm** caliper bolts and hang the caliper as shown in **IMAGE 4**.
7. 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.

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







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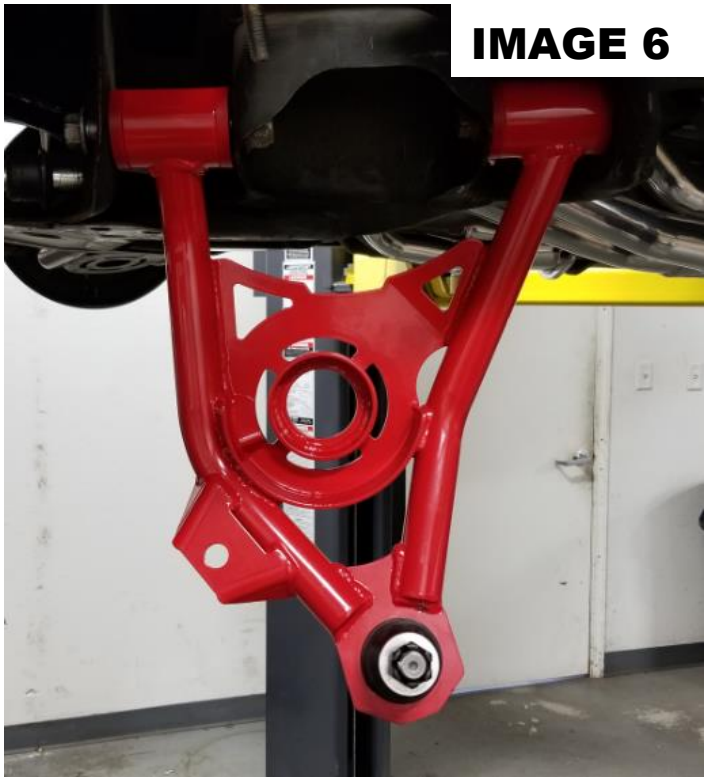


IMAGE 6

9. 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.

10. 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.

11. Remove lower control arm.

12. Install new lower control arm re-using stock hardware as shown in **IMAGE 6**.

13. Place jack under new control arm.

14. Install spring, ensuring the spring is clocked correctly and lines up with the spring ramp in the spring cup on the a-arm.

NOTE: If using a spring compressor, compress spring before installing to allow the arm to move upward enough to bolt to the spindle. If you have an extra person, you can use a pry bar to hold the spring in position as you jack up the arm. Use caution as the spring will have a large amount of pressure on it.

15. Using the jack, lift the arm up until the spindle can be reinstalled using the **24mm lower** ball joint nut, followed by the 21mm and 24mm strut bolts 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 AA040 Arms

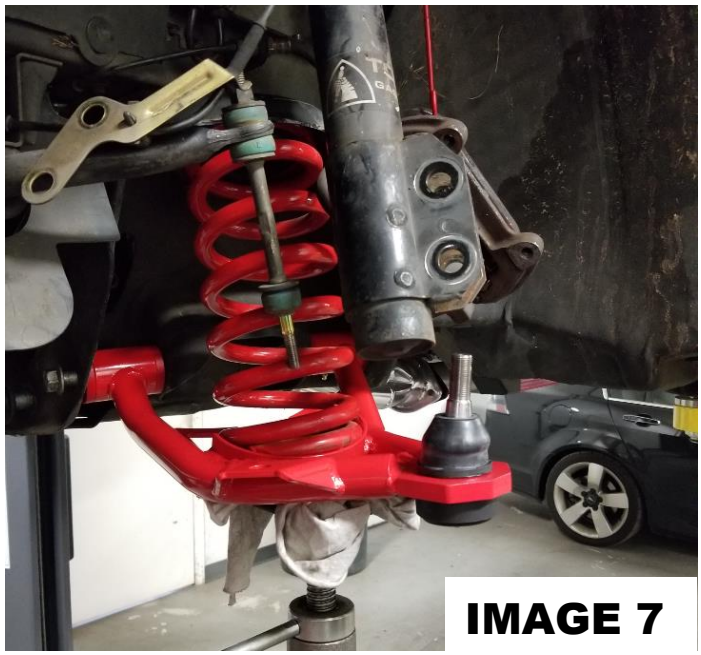


IMAGE 7

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16. Tighten **15mm and 18mm** steering rack bolts, along with **13mm** steering shaft bolt.
17. Install ABS line bracket and **24mm nuts** on strut bolts as shown in **IMAGE 8**.
18. Using **the E8 socket**, install ABS sensor and clip ABS wires back in.
19. Install rotor and caliper with **15mm caliper** bolts.
20. Reinstall **15mm** swaybar endlink bolts
21. Reinstall wheel.
22. Repeat steps for other side.



IMAGE 8

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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