TCA039 - LOWER CONTROL ARM INSTALLATION

NOTE: When performing this installation it is recommended to do one side at a time. Removing both lower control arms at the same time allows the rear end to shift making installation more difficult.

Installation:

1. Lift vehicle and support with jack stands under the frame rails.
2. If equipped, remove all 4 sway bar bolts and remove the sway bar.
3. Remove both bolts from one control arm and remove the arm.
4. Clean the bushing mounting surfaces in the frame. Lube the outside of the bushings using a silicone based polyurethane lube.
5. Install the new control arm but do not tighten the bolts. Repeat steps 3-5 for the other side.
6. Once both new control arms are installed and bolts are finger tight, load the rear suspension by placing the jack stands under the axle. It is necessary when using polyurethane bushings to properly load the bushings before tightening the mounting bolts. ***NOTE:*** *tightening the control arm bolts with the rear end hanging results in bushing preload and can cause irregular ride height and premature bushing wear.*
7. Tighten bolts to 80 ft/lbs.
8. Re-install the sway bar.
9. Using a grease gun with a silicone based polyurethane lube, lube each grease fitting with 4-5 pumps. For maximum longevity, re-grease at 500 miles and then every other oil change.
10. Lower vehicle.



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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 the vehicle or person during installation or use of this product.

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.