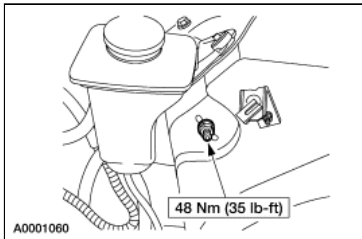


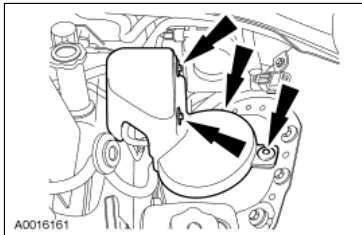
Upper Arm — Left Side**Removal**

⚠ CAUTION: Suspension fasteners are critical parts because they affect the performance of vital components and systems and their failure can result in major service expense. A new part with the same part number must be installed if installation becomes necessary. Do not use a new part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure of correct retention of these parts.

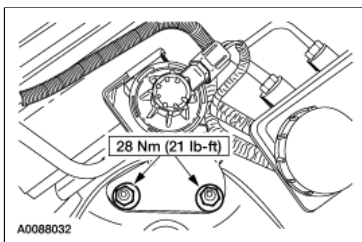
1. Remove and discard the nut. Position aside the power steering reservoir.



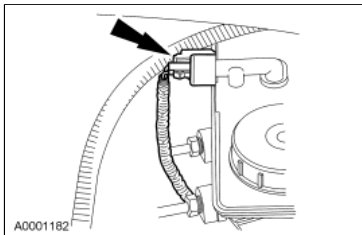
2. If equipped, remove the retainers and the left upper shock mount cover.



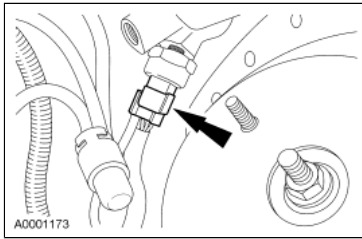
3. Remove the retainers and position aside the EVAP canister purge valve.



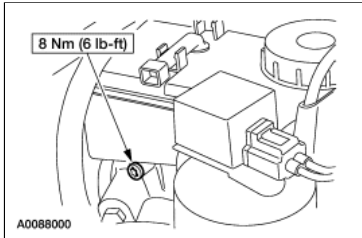
4. Disconnect the fluid level sensor connector.



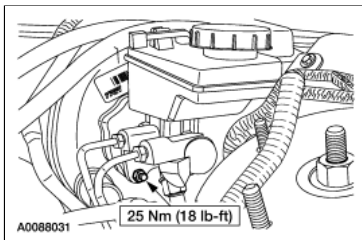
5. Disconnect the brake master cylinder main pressure transducer electrical connector, if equipped.



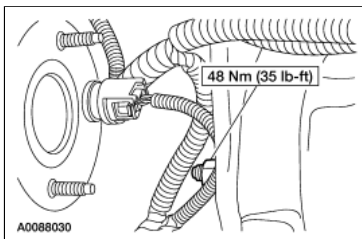
6. Back out the reservoir bolt to give access to the master cylinder bolt.



7. Remove the two brake master cylinder nuts and position aside the brake master cylinder.

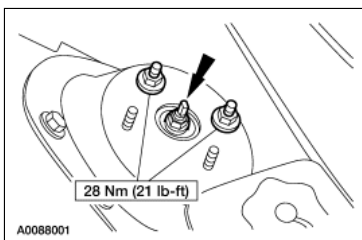


8. Remove and discard the inner and outer nuts.



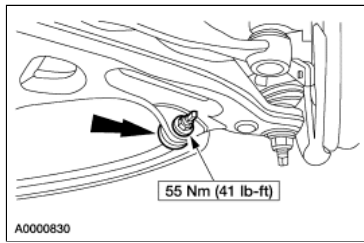
9. **WARNING:** Do not remove the center nut. This nut holds the upper spring mount in place and if this nut is removed the spring tension will be released. Failure to follow these instructions may result in personal injury.

Remove and discard two nuts.

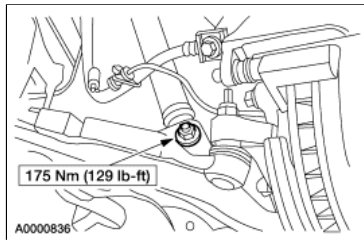


10. Remove the wheel and tire assembly. For additional information, refer to [Section 204-04](#).
11. **NOTE:** The hex holding feature can be used to prevent turning of the stud while removing the nut.

Remove the nut and disconnect the stabilizer bar link.



12. Remove the nut and bolt and remove the shock absorber and spring assembly.
- Discard the nut and bolt.

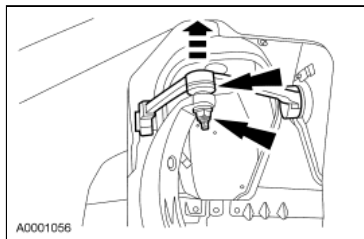


13. **NOTE:** Wire the top of the wheel knuckle to the body to prevent knuckle movement.

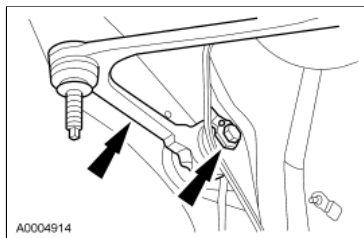
NOTE: To remove the nut, first loosen the nut, then use the hex holding feature to prevent the upper control arm ball joint from turning while removing the nut.

NOTE: Make sure not to lose the tapered washer on the ball joint.

Remove and discard the nut. Disconnect the suspension upper arm from the knuckle.



14. Remove the inner and outer bolts and the suspension upper arm. Discard the bolts.



Installation

1. **CAUTION:** The suspension lower arm-to-body nuts must be tightened with the suspension at curb height. Make sure the vehicle is completely lowered before tightening these nuts. Failure to do so can cause bushing failure, resulting in poor ride and handling.

NOTE: Make sure the tapered washer is installed on the ball joint before connecting the upper control arm to the knuckle.

NOTE: To install the nut, first install the nut until snug using the hex holding feature. Final tighten using a socket and a torque wrench.

NOTE: The suspension upper arm bolts and nuts are of the torque prevailing design. New bolts and nuts must be installed.

To install, reverse the removal procedure.

