

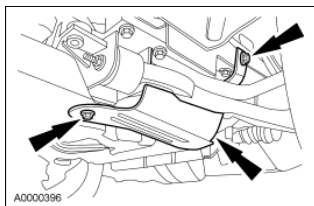
Lower Arm

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 is 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.

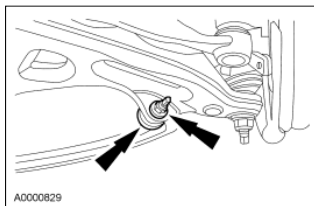
NOTE: New cam bolts and lock nuts must be installed whenever the lower control arm is removed.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to [Section 100-04](#).
2. Remove the wheel and tire assembly. For additional information, refer to [Section 204-04](#).
3. Remove two bolts, one pushpin and the shield.

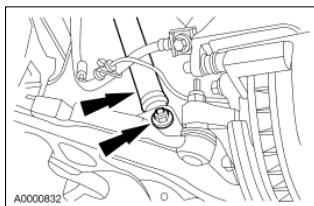


4. **NOTE:** To remove the nut, first loosen the nut, then use the hex holding feature to prevent the stabilizer bar link ball joint from turning while removing the nut.

Remove and discard the nut and while prying down on the bar, disconnect the stabilizer bar link.



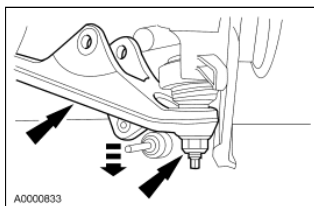
5. Remove and discard the nut and bolt. Disconnect the shock absorber and spring assembly.



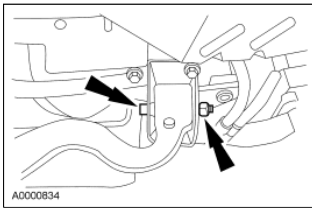
6. **NOTE:** The hex holding feature can be used to prevent turning of the stud while removing the nut.

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

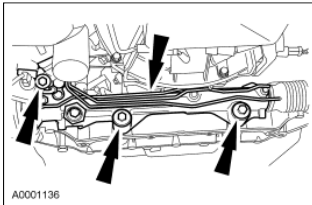
Remove and discard the nut. Separate the front suspension lower arm from the wheel knuckle.



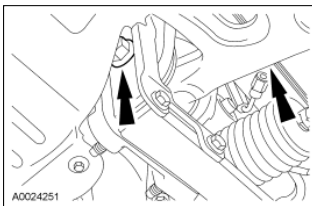
7. Remove and discard the front nut and bolt.



8. Position the power steering gear aside.
 - Remove two nuts and bolts. Discard the nuts.
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 - Position the power steering gear to access the lower control arm rear bolt.

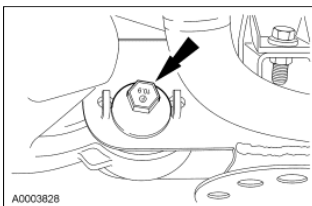


9. Remove and discard the rear nut and bolt. Remove the front suspension lower arm.

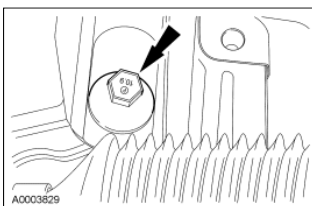


Installation

1. Position the front suspension lower arm.
2. Install a new caster adjustment cam bolt and a new nut.
 - The bolt must be installed from the rear, as shown.
 - Install the bolt with the cam lobe down.
 - The cam must be seated between the cam guides on the No. 1 crossmember.
 - The nut should only be snugged up at this time to allow for wheel alignment adjustment.



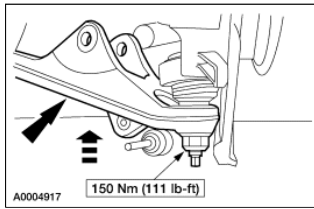
3. Install a new camber adjustment cam bolt and a new nut.
 - The bolt must be installed from the rear as shown.
 - Install the bolt with the cam lobe down.
 - The cam must be seated in the groove in the No. 2 crossmember.
 - The nut should only be snugged up at this time to allow for wheel alignment adjustment.



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

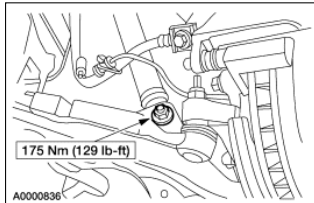
NOTE: The hex holding feature can be used to prevent turning of the stud while tightening the nut.

Connect the lower control arm to the knuckle. Install a new nut.



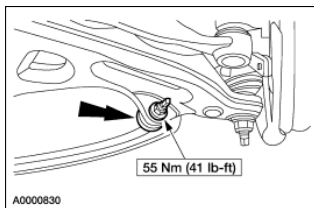
5. **NOTE:** Make sure the shock absorber lower bushing end caps are in place before installing the bolt and nut.

Connect the shock absorber and spring assembly. Install a new bolt and nut.

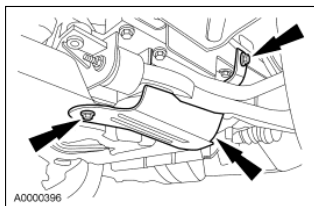


6. **NOTE:** To install the nut, first install the nut until snug using the hex head feature. Final tighten the nut using a socket and a torque wrench.

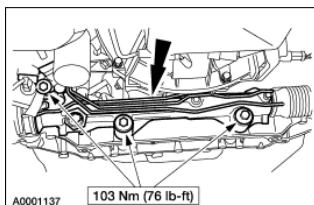
While prying down on the bar, connect the stabilizer bar link. Install a new nut.



7. Install the shield, two bolts and one pushpin.



8. Attach the power steering gear.
1. Remove the nut from the center bolt.
 2. Install two bolts and three new nuts.



9. Install the wheel and tire assembly. For additional information, refer to [Section 204-04](#).
10. Lower the vehicle.
11. Check the wheel alignment. Adjust as necessary. For additional information, refer to [Section 204-00](#).

