

# Lower Control Arm Installation Instructions

## TOOLS REQUIRED:

- Hydraulic jack and jack stands
- Standard and Metric socket and wrench set

## INSTALLATION

1. Lift the front of the vehicle and safely support on jack stands. Remove both front wheels.
2. Use a 15mm and 18mm socket and wrench to remove the bolt holding the spindle to the balljoint and lift the spindle off the balljoint. **IMAGE 1**



**NOTE:** Spindle was fully removed for better access to take pictures. The spindle may stay hung from the strut to install the lower control arm

3. Using a 22mm socket and wrench, remove the bolts at the rear of the lower control arm **IMAGE 2**
4. A 22mm socket and wrench will also be used to remove the bolt at the front of the control arm.
5. The stock A-Arm can now be removed.
6. Adjust the rod ends so the new A-Arm slides properly into the mounts on the frame. There should be roughly 4-5 threads showing.



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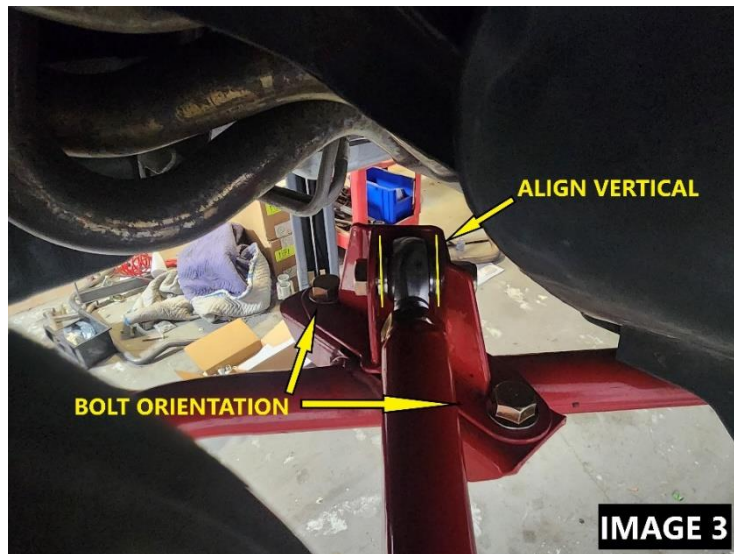
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7. Install the rear bracket onto the A-Arm, oriented so that it will match up with the bolt holes on top of the K-member (**IMAGE 3**) Torque to **95 ft lbs**

**NOTE:** Visually ensure that the rod end is centered up and down and not overextended to one side. **IMAGE 3**

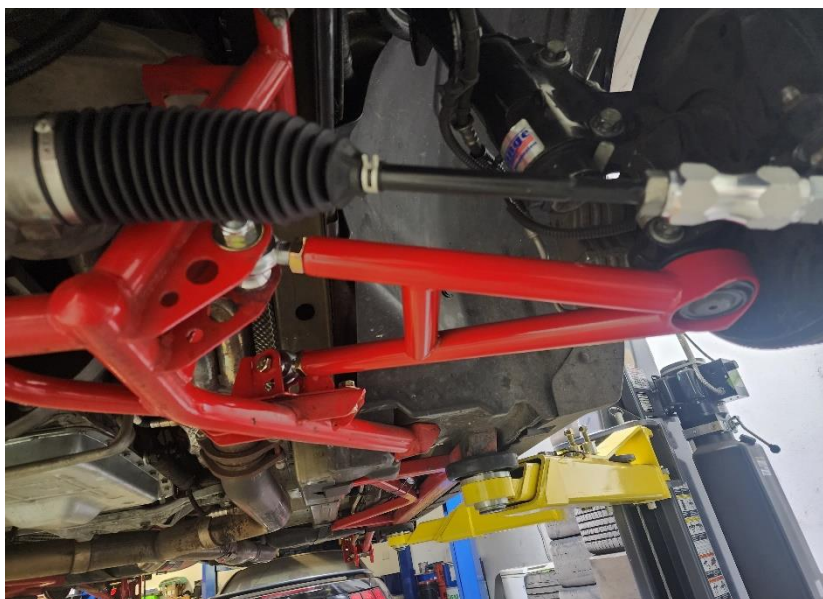
8. Install the A-Arm onto the frame and torque the front bolt to **95 ft lbs** and the rear bracket bolts to **95 ft lbs**

9. Lift the A-Arm to push the balljoint into the spindle and tighten the crossbolt to **75 ft lbs**



10. Reinstall the wheels and lower the vehicle

**NOTE:** These A-Arms narrow the front track width 1.5" overall thus require the installation of caster camber plates part number **WAK751**, as well as bump steer kit, part number **BSK750**. **And the use of a skinny front drag tire.** It is necessary to have the vehicle professionally aligned after installation. If additional camber is needed, camber bolt part number **FC001** is also available.



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