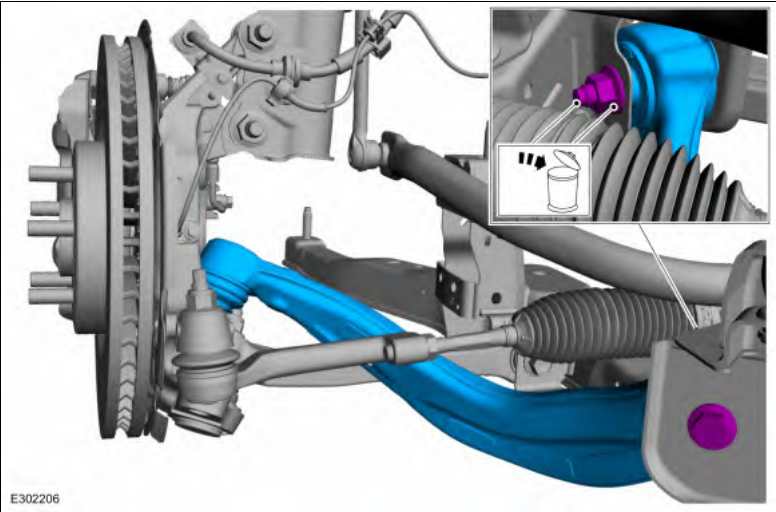


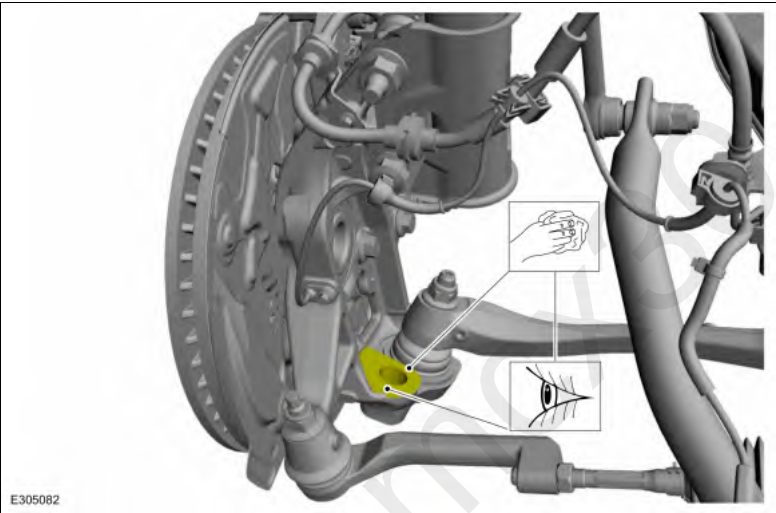


Installation

NOTICE: Tighten the suspension fasteners with the weight of the vehicle on the wheels and tires or use a suitable jack to raise the suspension to curb height or damage to the bushings may occur.

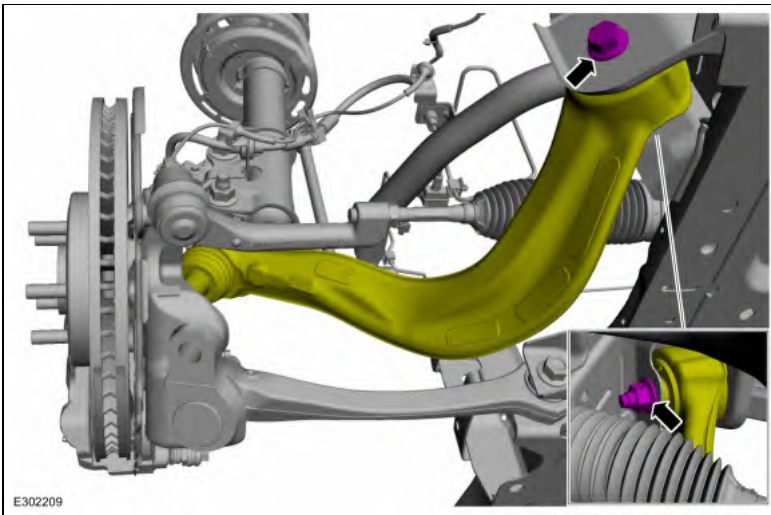
1. **NOTE:** Make sure that the mating wheel knuckle face is clean and free of foreign material.

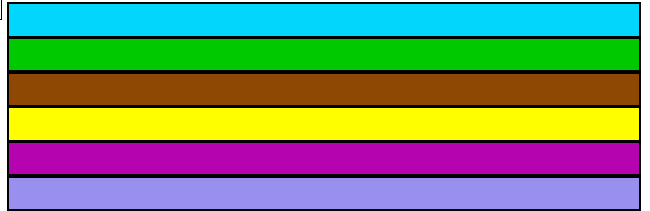
Before installing a new front lower arm, inspect the knuckle to make sure it is clean and free of foreign material.



2. **NOTE:** Only tighten the nuts and bolts finger tight at this stage.

Position the front lower arm and install the new front lower arm-to-frame bolt.



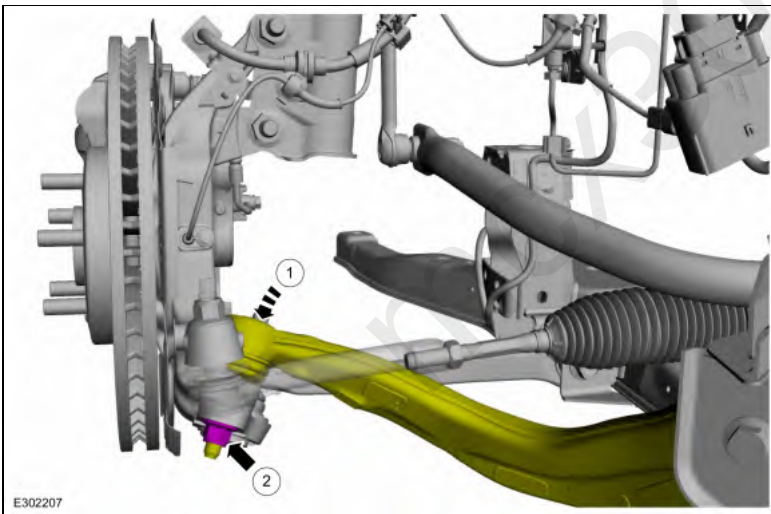


3. **NOTICE: Do not use power tools to remove or install the lower arm outboard nut. Damage to the ball joint or ball joint seal may occur.**

NOTE: Use the TORX PLUS[®] holding feature to prevent the ball stud from turning while removing or installing the lower arm outboard nut. Torx[®] and TORX PLUS[®] is a reg. tm of Acument Intellectual Properties, LLC.

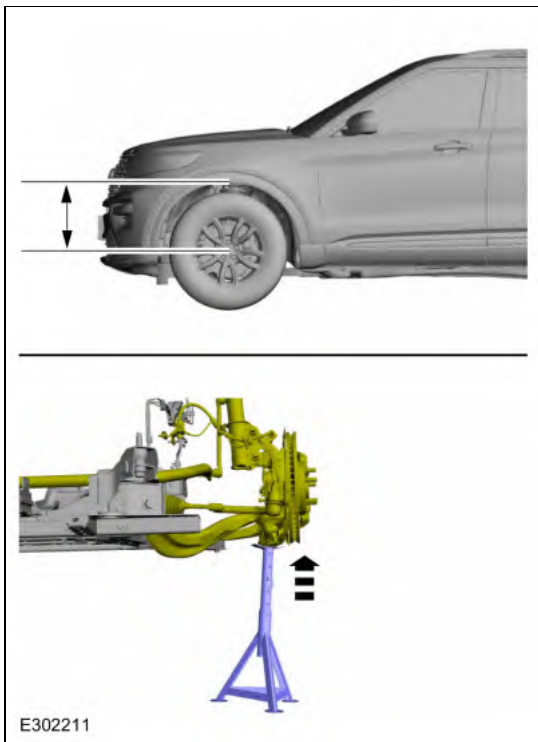
1. Attach the front lower arm to the wheel knuckle.
2. Install the new front lower arm outboard nut.

Torque: 76 lb.ft (103 Nm)





4. Use a suitable jack to raise the suspension until the distance between the center of the hub and the lip of the fender is equal to the measurement taken during removal (curb height).
Use the General Equipment: Vehicle/Axle Stands

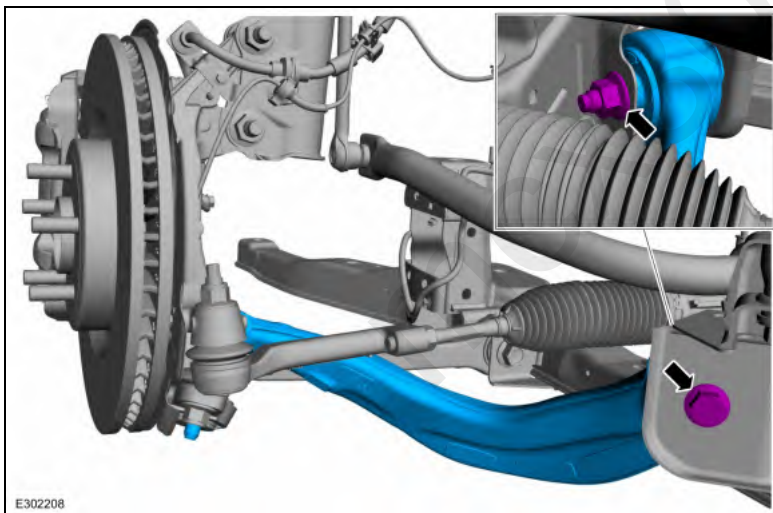


5. **NOTICE:** Tighten the suspension fasteners with the weight of the vehicle on the wheels and tires or use a suitable jack to raise the suspension to curb height or damage to the bushings may occur.

NOTE: Only tighten the nuts and bolts when the suspension is in the normal drive position.

Tighten the front lower arm-to-frame bolt and nut.

Torque: 221 lb.ft (300 Nm)



6. Install the wheel and tire.
Refer to: Wheel and Tire (204-04A Wheels and Tires, Removal and Installation).
7. Check and if necessary adjust front toe.
Refer to: Front Toe Adjustment (204-00 Suspension System - General Information, General Procedures).

Front Stabilizer Bar

Removal

NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

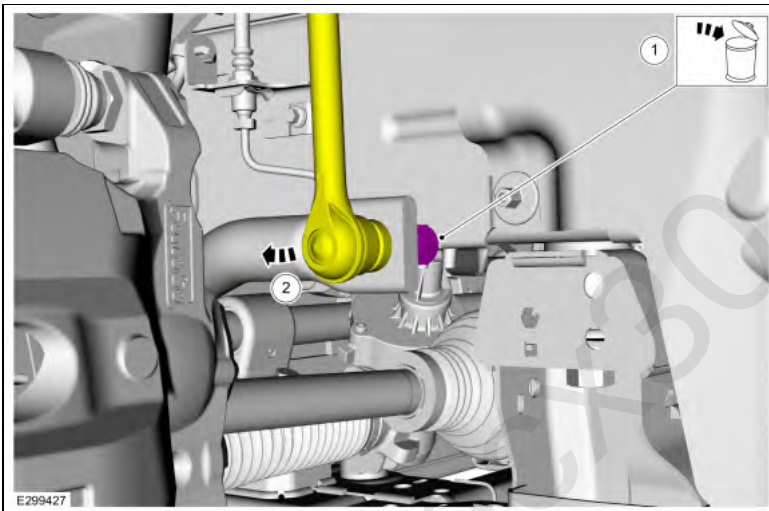
NOTE: Removal steps in this procedure may contain installation details.

1. Remove the wheel and tire.
Refer to: Wheel and Tire (204-04A Wheels and Tires, Removal and Installation).
2. **NOTICE:** Do not use power tools to remove or install the stabilizer bar link nuts. Damage to the stabilizer bar link ball joints and boots may occur.

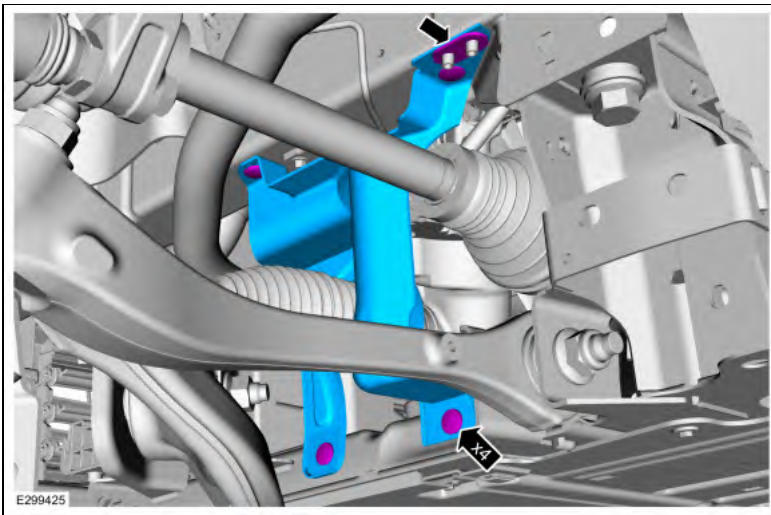
NOTE: The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.

NOTE: Use the TORX PLUS[®] holding feature to prevent the ball stud from turning while removing or installing the stabilizer bar link nut. Torx[®] and TORX PLUS[®] is a reg. tm of Acument Intellectual Properties, LLC.

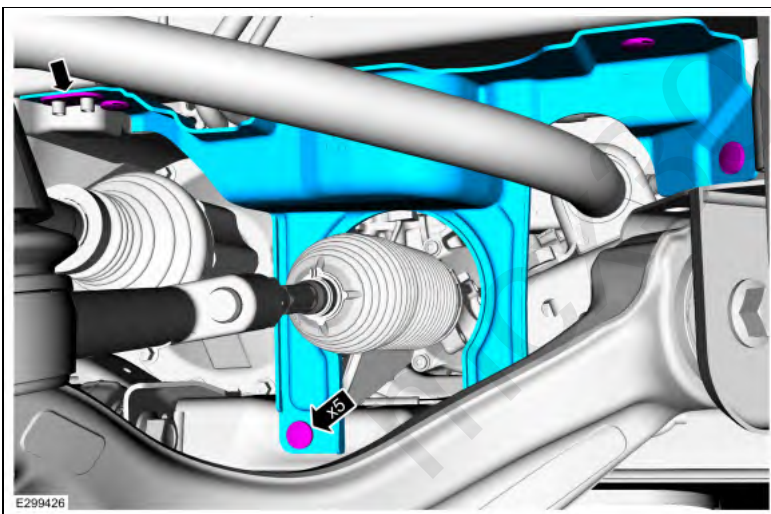
1. On both sides.
Remove and discard the front stabilizer bar link lower nut.
Torque: 129 lb.ft (175 Nm)
2. On both sides.
Position aside the front stabilizer bar link.



3. Remove the retainers and the LH steering gear splash shield.



4. Remove the retainers and the RH steering gear splash shield.



5. Remove and discard the stabilizer bar bracket-to-front subframe retainers and position the stabilizer bar forward.
Torque: 66 lb.ft (90 Nm)