



## AA014 – LOWER CONTROL ARMS

### RECOMMENDED TOOLS:

- Jack and jack stands
- Deep well sockets – 1/2", 9/16", 3/4", 7/8", 15/16"  
1-1/16", 3/8" hex driver.
- Ratchets - 3/8" and 1/2" drive
- Wrenches - 1/2", 9/16", 3/4", 7/8"
- Hammer, flat headed drift
- Spring Compressor

### INSTALLATION:

1. Lift the front of the vehicle evenly and support with jack stands under the frame rails. Remove the jack, it will be needed later. Ensure your jack stand placement doesn't interfere with the removal of the original control arms. Instructions are same for each side. Remove front wheels.
2. Using a 3/8" hex driver socket, remove the brake caliper as seen in **IMAGE 1**. Make sure to hang the caliper from a piece of wire or hook, as the brake line is not designed to suspend the weight of the caliper.
3. Remove the wheel bearing cap with a hammer and drift, remove the cotter pin, and then remove the bolt holding the rotor on using a 1-1/16" socket. Leave the bearings inside the rotor and remove rotor from spindle. **IMAGE 2**
4. Using a 1/2" socket, remove the dust shield. **IMAGE 3**
5. Using a 3/4" wrench, disconnect the outer tie rod. **IMAGE 4**

IMAGE 1



IMAGE 2



IMAGE 3

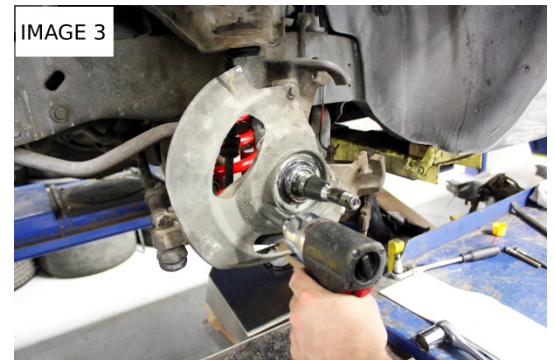
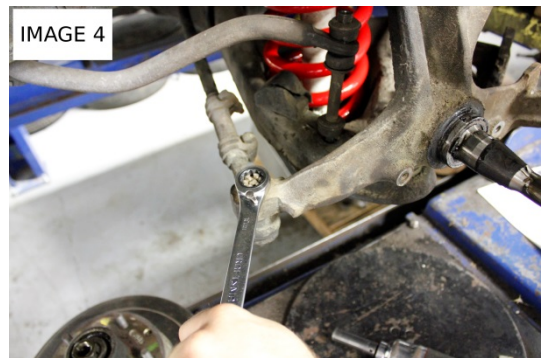
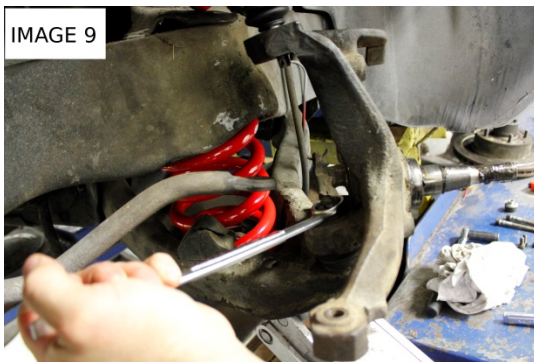
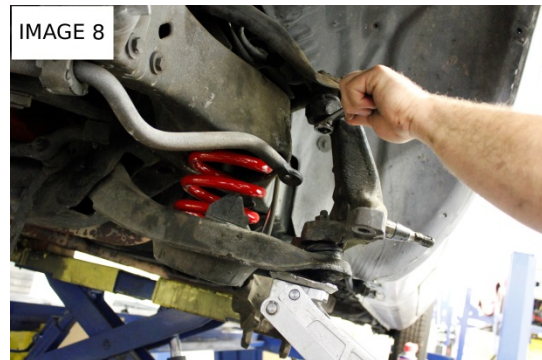
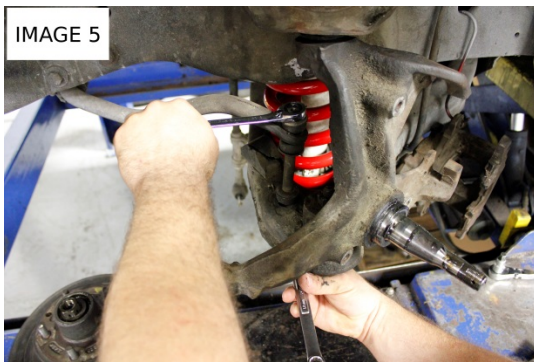


IMAGE 4



## AA014 – LOWER CONTROL ARM (Continued)

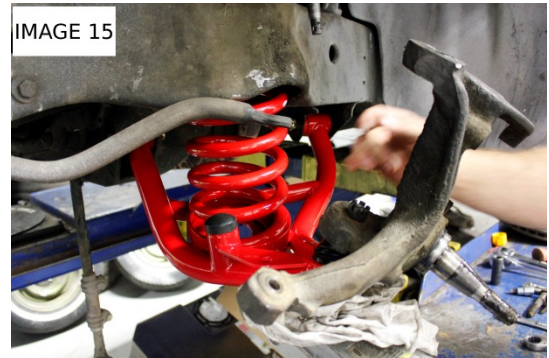
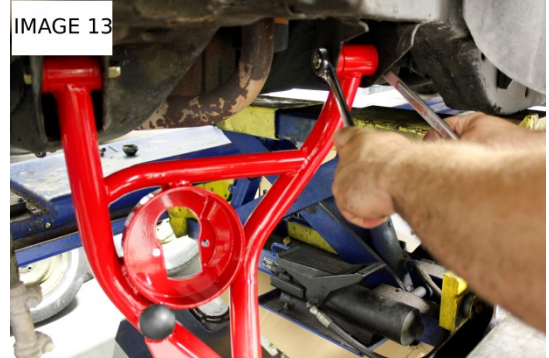
6. Using a 9/16" socket and wrench, remove the sway bar end link as seen in **IMAGE 5**.
7. Using a 9/16" socket, remove the upper shock nut (**IMAGE 6**). Remove lower shock bolts as seen in **IMAGE 7** also with the 9/16" socket, then remove shock.
8. Support the spring pressure on the lower arm with the jack. Using a 3/4" wrench, disconnect the upper ball joint as seen in **IMAGE 8**. Using a 15/16" wrench, disconnect the lower ball joint. Knock the ball joint loose with a brass hammer or pickle fork. Carefully lower jack and remove spindle, then spring. **IMAGE 9**



9. Using two 7/8" wrenches, remove the lower control arm. **IMAGE 11**
- 10.

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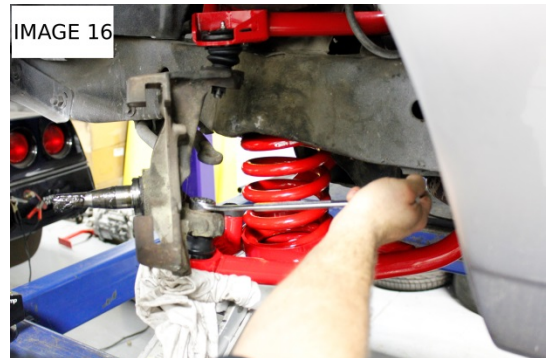
11. Fit the BMR control arm using the OE (or new) bolts, tightening to 55 ft/lb. **IMAGE 12, IMAGE 13**



12. Using the jack to support the control arm, install the spring with the end against the stop in the spring cup. It is best to use a spring compressor if possible.

**IMAGE 14**

***EXTREMELYIMPORTANT:*** Spring ***MUST*** fit over these bent tabs on the underside of the frame, inside the spring pocket. Uneven ride height will result from failure to properly seat springs.



13. Compress the spring with the jack and reinstall spindle, torqueing nuts to 65 ft/lb, then reinstall cotter pins.

**IMAGE 15, IMAGE 16.**

14. Reinstall remaining components in reverse order of removal, lower vehicle.

