



RK100-27

1973-1992 D100/D150 3" Drop Control Arms

CONTROL ARM TEARDOWN INSTRUCTIONS:

1. Before working on the vehicle, always apply the parking brake and support with jack stands.
2. Remove wheel, brake caliper, and rotor. Remember to support caliper, so it does not hang by the brake hose.
3. Compress coil spring.
4. Remove coil spring and shock.
5. Loosen upper and lower ball joint nuts. Then, remove ball joints from spindle.
6. Secure the spindle out of the way.
7. Remove factory strut rod bolts and secure the strut rods out of the way.

LOWER CONTROL ARM INSTALLATION:

1. Inspect factory lower control arm bolt and strut rod bolts for corrosion or damage. If any is present, replace the bolts.
2. Locate the "L" and "R" stickers on the control arms and place them on the corresponding side of the vehicle.
3. Lubricate outer faces of bushings with supplied grease packet.
4. Install LCA to frame. Only snug the bolts at this time.
5. Install J nuts into lower control arm. Take care to make sure that the nut is positioned on the top of the arm, with the clip on the bottom side of the arm.
6. Compress and install spring along with shock.
7. Install ball joint into spindle. Torque to 90 ft./lbs.
8. Install strut rod and bolts through LCA. Torque to 85 ft./lbs.
9. Install cotter pins into ball joint castle nuts.

FINALIZING INSTALLATION:

1. Reinstall rotor, brake caliper, and wheel.
2. Set the car back onto the ground, allowing the suspension to settle.
3. Torque lower control arm to chassis bolts to 210 ft./lbs.
4. Re-check torque value on all fasteners after 20 miles.
5. It is highly recommended to get the car re-aligned after new control arm installation.