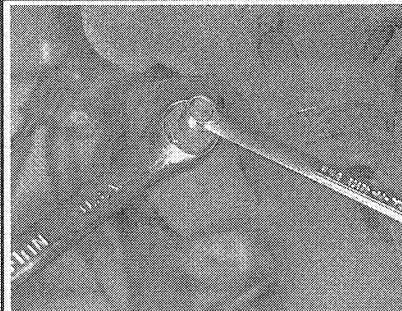


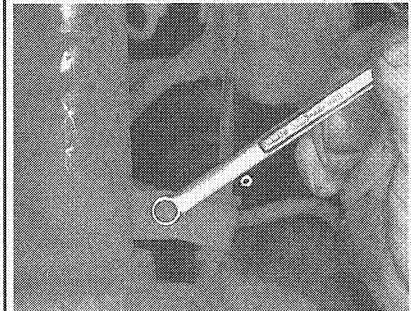
93149P17

Fig. 33 It is safer to remove the brake sensor, but not always possible without destroying it. You can work around it, but do it carefully!!



93148P33

Fig. 34 To remove the stabilizer link from the air spring housing, use two wrenches



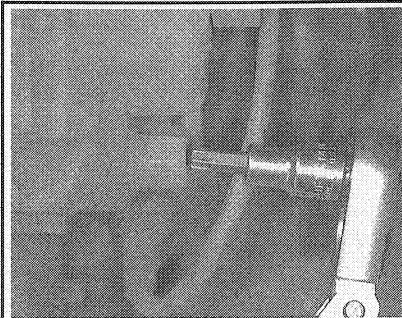
93148P32

Fig. 35 Unbolt the anti-lock brake sensor line from the air spring housing



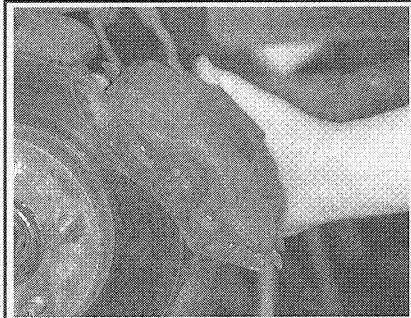
93149P19

Fig. 36 Match mark the rotor and a stud the way you see here



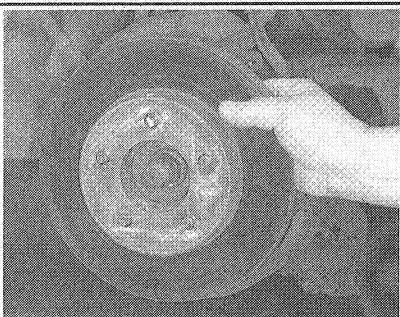
93149P20

Fig. 37 Using a Torx® driver, remove the caliper bolts



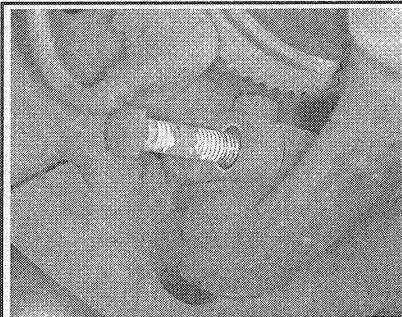
93149P06

Fig. 38 Remove the caliper by sliding it off the spindle



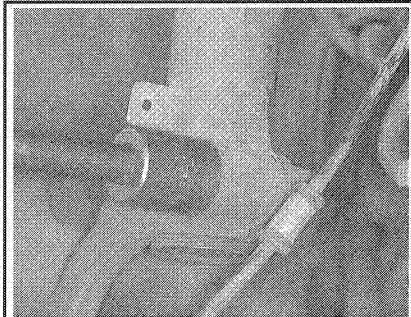
93149P07

Fig. 39 Now slide the rotor off the studs, after making sure you have them match-marked



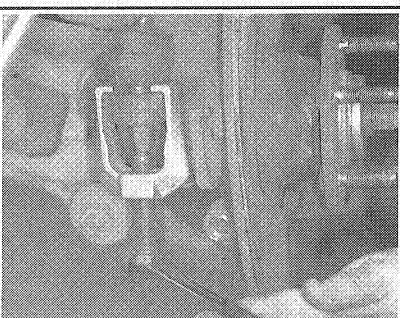
93149P11

Fig. 40 Remove the pinch bolt from the lower arm assembly



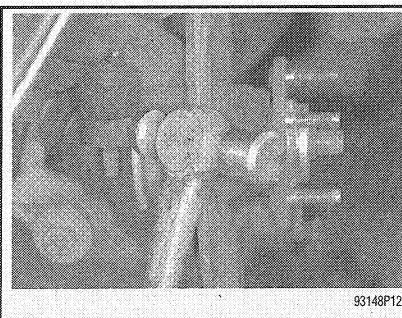
93148P31

Fig. 41 Remove the air spring mounting bolt



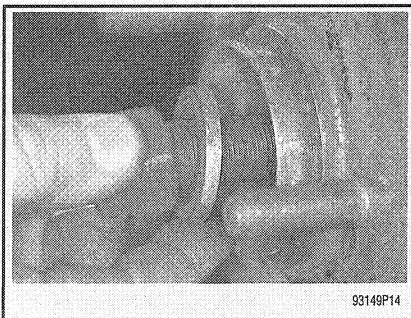
93148P38

Fig. 42 Remove the tie rod from the spindle, using the special tool . . .



93148P12

Fig. 43 . . . or you can use the peen end of a ball-peen hammer to jar and separate the taper of the tie rod as it sits in the spindle



93149P14

Fig. 44 We broke this nut loose with the car on the ground. Now it's just a matter of unscrewing the nut and removing the washer