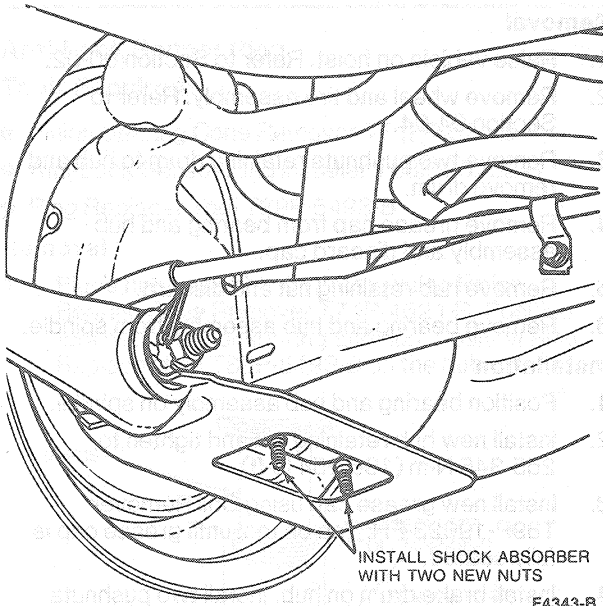


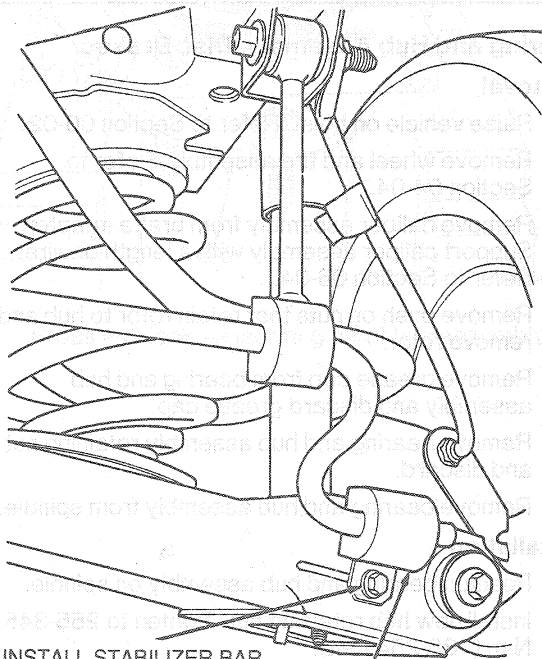
REMOVAL AND INSTALLATION (Continued)

9. Position shock absorber on lower suspension arm and install two new nuts. Tighten to 19.1-25.9 N·m (15-19 lb-ft).



F4343-B

10. Install stabilizer bar and U-bracket to lower suspension arm using a new bolt. Tighten to 30-40 N·m (23-30 lb-ft).

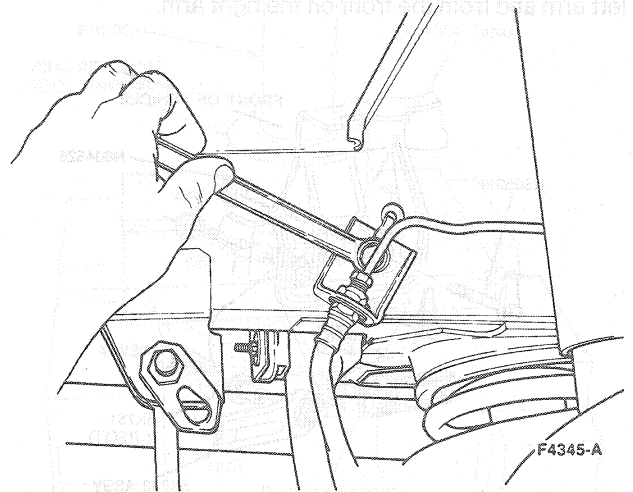


INSTALL STABILIZER BAR
U-BRACKET TIGHTEN TO
30-40 N·m (23-30 LB-FT)

INSULATOR
4A037

F4344-D

11. Install flexible brake hose bracket to body. Tighten bolt to 11-16 N·m (8-12 lb-ft).



F4345-A

12. Using floor jack, raise lower suspension arm to normal curb height. Tighten lower suspension arm to spindle nut to 54-71 N·m (40-52 lb-ft). Tighten tension strut to body bracket bolt to 54-71 N·m (40-52 lb-ft).
13. Install wheel and tire assembly.
14. Remove floor jack and lower vehicle.
15. Check rear wheel alignment.

Control Arm

Sedan

Removal

CAUTION: Do not raise vehicle by tension strut.

1. Raise vehicle on a hoist. Refer to Section 00-02.
2. Disconnect brake proportioning valve from left side front arm. Refer to Section 06-00.
3. Disconnect parking brake cable from front arms. Refer to Section 06-05.
4. Remove and discard arm-to-spindle bolt, washer and nut.
5. Remove and discard arm-to-body bolt and nut.
6. Remove arm from vehicle.

Installation

NOTE: When installing new control arms, the offset on all arms must face up. (The arms are stamped "bottom" on the lower edge.) The flange edge of the right side rear arm stamping must face the front of the vehicle. The other three must face the rear of the vehicle.