



Part Number: <u>12305</u>	Revision: <u>I</u>	Effective Date: <u>03/10/08</u>	By: <u>J. INGERSLEV</u>
Document Type (indicate):			
◦ Bill of Material	◦ Drawing (may be attached)	◦ Specification	
• Assembly Instructions	◦ Operating Procedure	◦ Other	

Front Tubular Lower Control Arms Installation Instructions

Note:

- An alignment will be needed after the installation of the Tubular Lower Control Arms because the new arms add in Caster.
- **The shock mounts upside down, with the body on the top.**
- The front lower control arm bolts may need to be trimmed or use a washer under the head for the front bolts due to the manufacturing process of the bolt.

I. Parts Included in Kit:

12066	TUBULAR LOWER FRONT CONTROL ARMS	EA	1.00
12719	FRONT LOWER CONTROL ARM NUT	EA	4.00
12720	FRONT LOWER CONTROL ARM BOLT	EA	4.00
14406	SPACER, 94-04 SPINDLE, TOP, 0.25"	EA	2.00
12387	MOUNTING WASHER	EA	4.00
14158	87-98 BALLJOINT CASTLE NUT	EA	2.00
14159	BALLJOINT BOOT	EA	2.00
12306	FRONT TUBULAR LOWER CONTROL ARM, (L,R)	EA	2.00
12305	FRONT LOWER CONTROL ARM INSTRUCTIONS	EA	1.00

II. Tools Required:

- Jack Stands
- Floor Jack
- Tire Iron
- $\frac{15}{16}$ inch Wrench
- $\frac{3}{4}$ " , $\frac{13}{16}$ " , $\frac{15}{16}$ " wrench
- $\frac{3}{4}$ " socket
- Ball joint separator
- Torque wrench
- Pliers
- Chassis grease
- Grease gun

III. Installation Instructions

1. Jack the front of the car up and place on jack stands.
2. Remove the Front wheels
3. Remove the lower coil-over shock bolt with a $\frac{3}{4}$ " wrench and a $\frac{3}{4}$ " socket.
4. Using a pair of Pliers, remove the cotter pin from the lower balljoint on the control arm.
5. Remove the Crown nut using a $\frac{3}{4}$ " wrench
6. Use a ball joint separator to separate the control arm from the spindle.
7. Use a $\frac{13}{16}$ " wrench and a $\frac{15}{16}$ " wrench to loosen and remove the lower control arms from the frame.
8. Attach the coil-over shock to the frame reusing the spacers from the kit so that it is upside down so that the screw on rod end will attach to the new control arm.
9. Grease all of the bushings and the balljoints with chassis grease until the grease starts to come out of the arm.
10. Install the control arm on the frame. The shock mounts are on the underside of the arm. Use the $\frac{5}{8}$ " washers as needed on the inside of the rear arm mount. Insert both bolts at the same time then push them through and place the nuts on the bolts. This will allow you to install them even if there is a slight angle on the bushing sleeves.
11. While holding the arm so that it is parallel to the ground, torque the bolts to **135-149Nm (100-110 lbft)**.
12. Attach the coil-over shock to the lower control arms reusing the spacers that were supplied in the kit. **The shock mounts upside down, with the body on the top.**
13. Attach the spindle to the control arm using the supplied crown nut. If you are using 1994-2004 spindles, use the supplied $\frac{1}{4}$ " spacer under the castle nut.
14. Torque the crown nut to **106 Nm (80 lbft)**, make sure that you can see through the crown of the nut and the hole in the balljoint.
15. Insert the cotter pin through the hole and bend.
16. Lower the car off the jack stands

Manual Steering Alignment Specifications:

Camber: -0.5 to -1 degree
Caster: 3 degrees
Toe In: $\frac{1}{16}$ " total

Power Steering Alignment Specifications:

Camber: -0.5 to -1 degree
Caster: 8 degrees
Toe In: $\frac{1}{16}$ " total