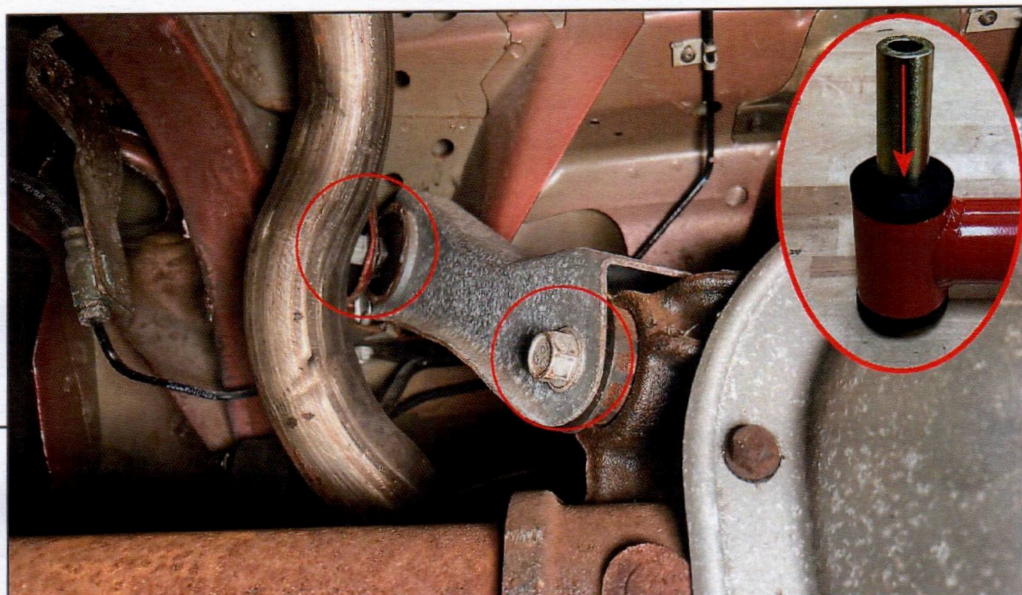
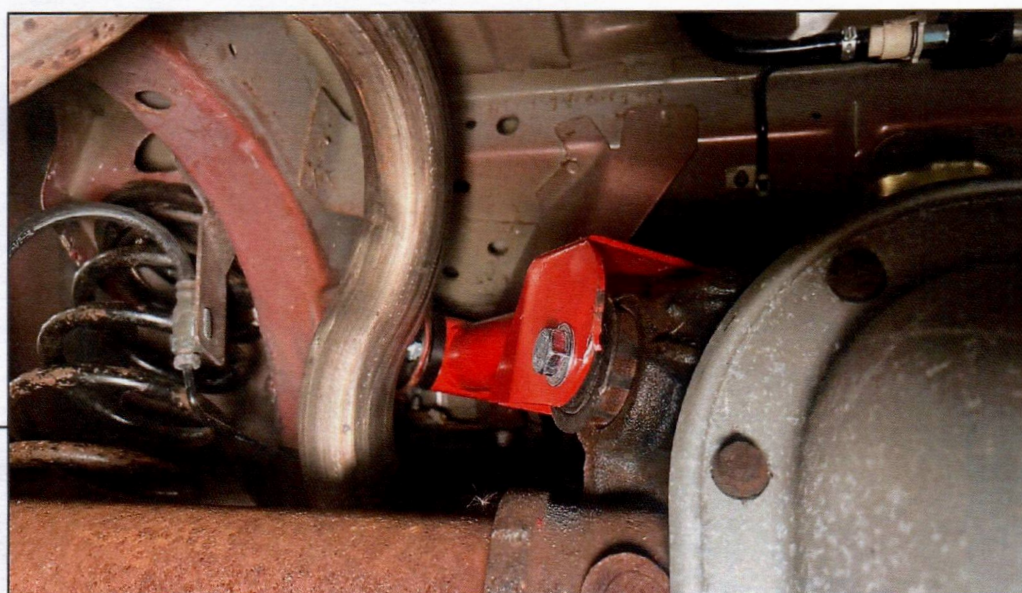




STEP 7 [UCA]

With the floor jack supporting the axle, locate and remove the (2) 18mm bolts securing the upper control arm to the chassis & axle.

Using grease, prepare the bushings for the sleeve installation. Use a hammer or press to fit the sleeve into the bushings. Grease the outside of the bushings for easier fitment to the vehicle components. Ensure the M12 bolts fit through the sleeve before pressing into place.

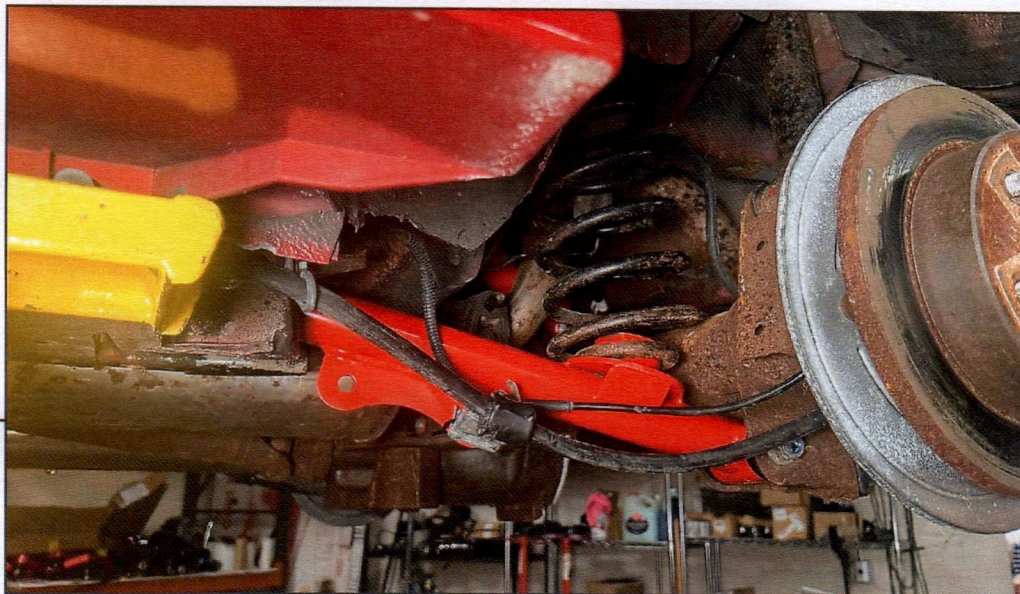


STEP 8 [UCA]

Fit the new control arm into the vehicle chassis, and loosely secure using (1) M12 x 90mm bolt, (2) M12 flat washers, and (1) M12 lock nut. Then, fit the control arm into the axle using (1) M12 x 90mm bolt, (2) M12 flat washers, and (1) M12 lock nut. Do not fully tighten the bolts until the vehicle suspension is loaded.

Note: To achieve proper alignment, using a pry bar in combination with the floor jack under the differential pinion to adjust the axle & control arm together.

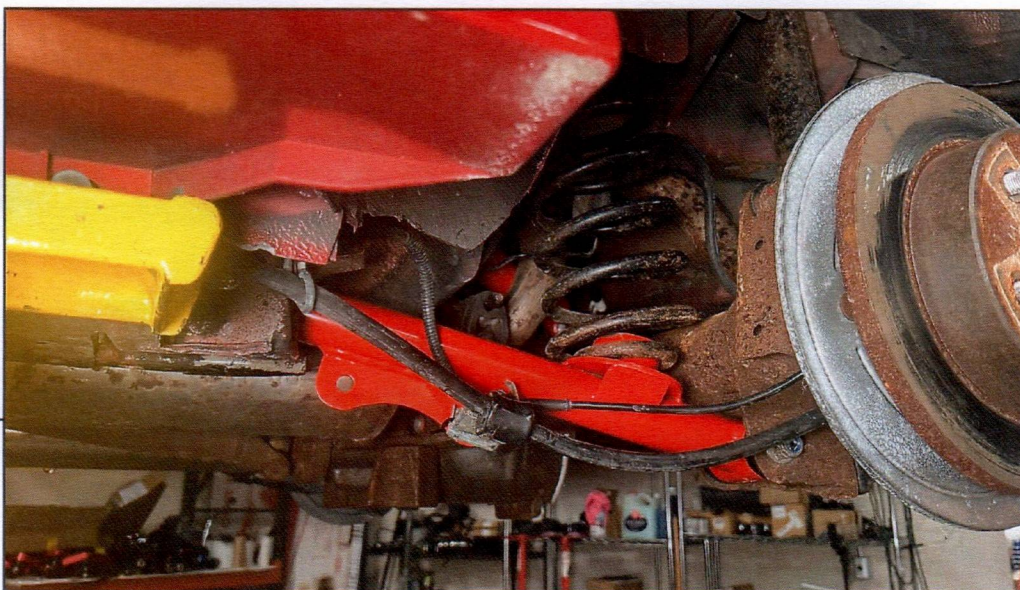
STEP 9



Re-install the vehicle spring with isolators to the lower control arm. If desired, re-install the sway bar using the original hardware to the inside of the lower control arm utilizing the bolt holes.

Trim the original parking brake bracket tab from the bracket using metal cutters. Then, fit the bracket to the control arm.

STEP 10



Re-install the coil spring, shock absorber, quad-shock, and brake line bracket to the vehicle reusing the original hardware.

Repeat steps 1-10 for the opposite side of the vehicle.

Installation is now complete.