

Replacing front control arm

Special tools: [951 2050](#)

Removing front control arm

Note! When replacing the left control arm, the engine must be lifted out if the car is equipped with transmission 4T65. For the right-hand control arm the engine must be lifted before the screw on the control arm front bushing can be replaced.

Preparation

Remove

- stub axle according to [Wheel spindle, replacing](#)
- the splash guard under the engine.

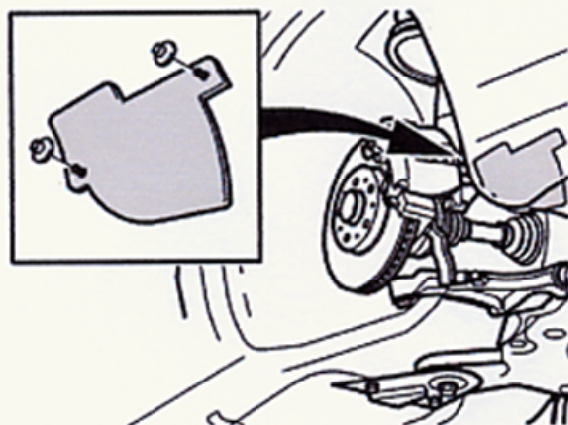
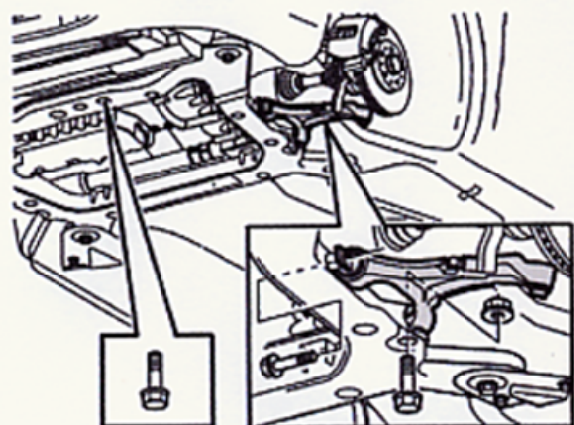
Removing left front control arm

Remove

- front engine mounting screw

Note! Applies to cars equipped with 4T65 transmission . Lift up the left-hand side of the engine approximately 25 mm to expose the control arm screw. Use a mobile jack. Use a wooden block between jack and engine.

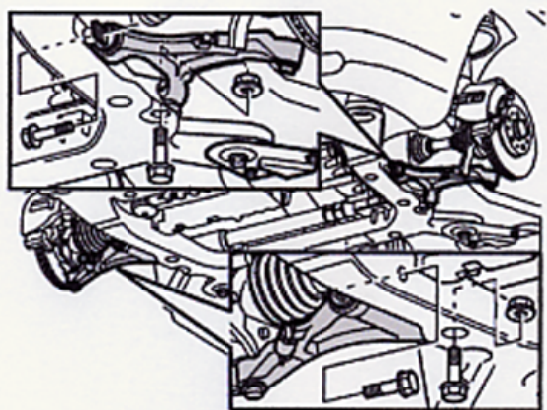
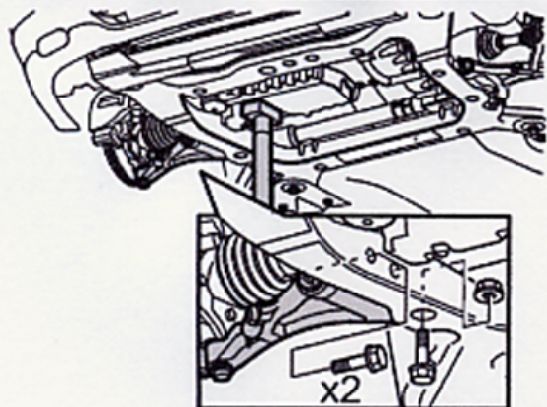
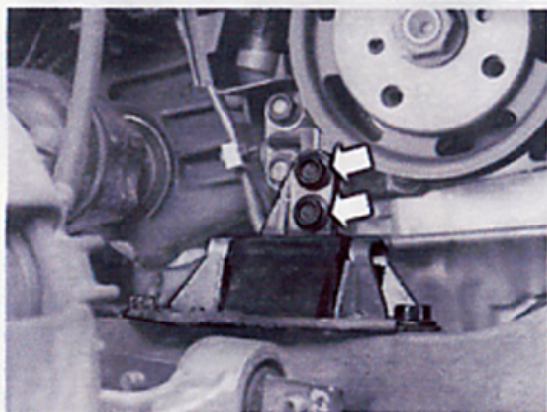
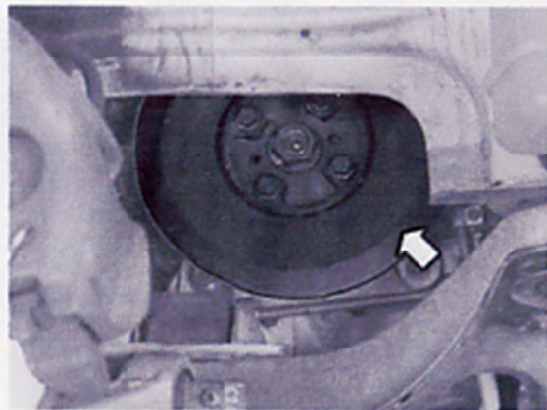
- screws and nut for the control arm in the sub-frame
- the control arm.
- **Slacken off the right lower front part of the fender liner.**
- Remove the plastic nuts on the fender liner.
- Remove the cover plate.
- Bend out the fender liner.



Removing right front control arm

Applies to cars with six-cylinder engines:

Remove vibration damper.



- Remove the both right hand engine mounting screws.

- Lift up the right-hand side of the engine approximately 25 mm to expose the control arm screw. Use a mobile jack.

Note! Use a wooden block between jack and engine.

- Remove the control arm screws and nut in the sub-frame.
- Remove the control arm.

Installing control arm front

- Install the control arm on the sub-frame. Use new screws and new nut.
- Tighten the front screws to 65 Nm and angle-tighten 90°. Use bevel protractor **951 2050**.
- Tighten the rear screw and nut to 105 Nm and angle-tighten 90°.

Applies when installing the left hand control arm (if the engine is raised)

- Lower the engine.
- Tighten the front engine mounting to 50 Nm.

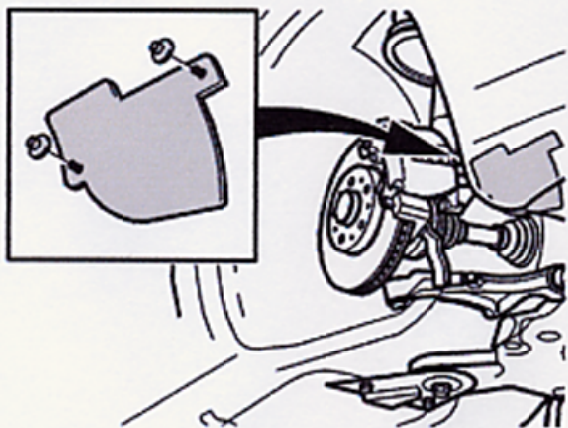
Applies when installing right front control arm

- Lower the engine.
- Tighten the screws on the right engine mounting to 35 Nm and angle-tighten 90°. Use new screws.
- Install vibration damper. Use new screws.

Tighten to 35 Nm and angle-tighten 50°.

Applies to cars with six cylinder engines.

- Install the stub axle according to **Wheel spindle, replacing**.
- Reinstall splash guard under engine.
- Install the fender liner and the protective plate with both plastic nuts



Removing the wheel spindle

Raise the car.

Remove

- the wheel
- the anti-roll bar link from the spring strut.
Use a fixed wrench as a counterhold
- the ABS sensor. Hang up the sensor using a piece of wire
- The ABS sensor cable from the spring strut.

- the brake caliper and limiter mounting screws
- the deflection limiter. Hang the caliper up using a piece of wire.

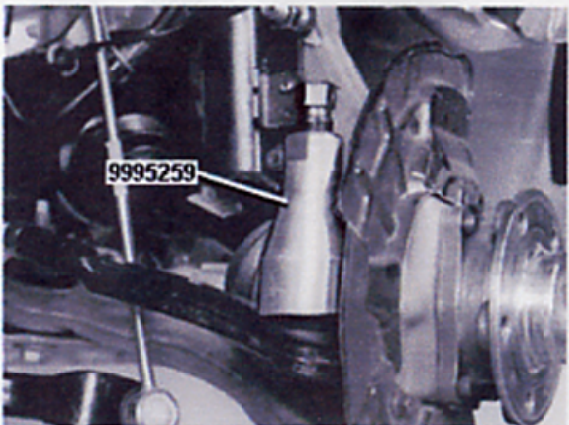
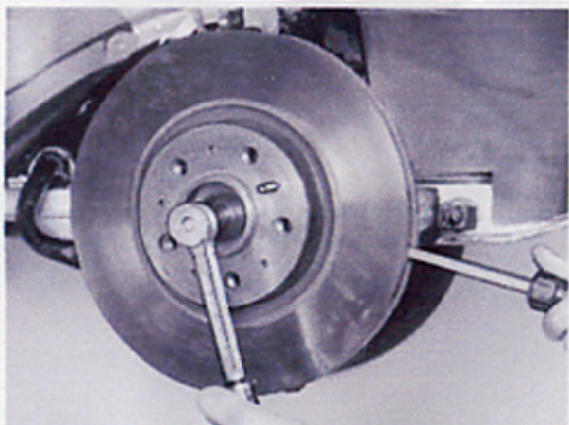
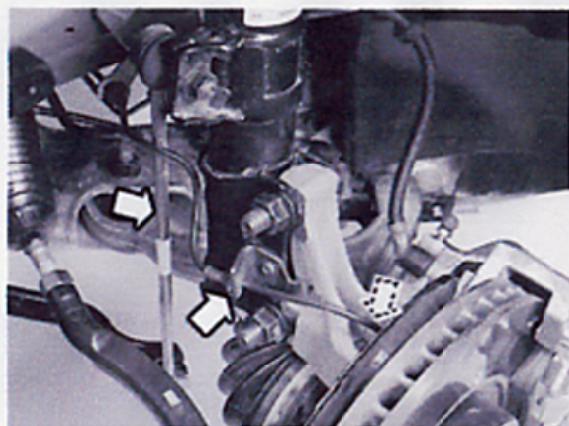
- the drive shaft screw. Use a screwdriver as a counterhold on the brake disc
- the locating pin holding the brake disc
- the brake disc.

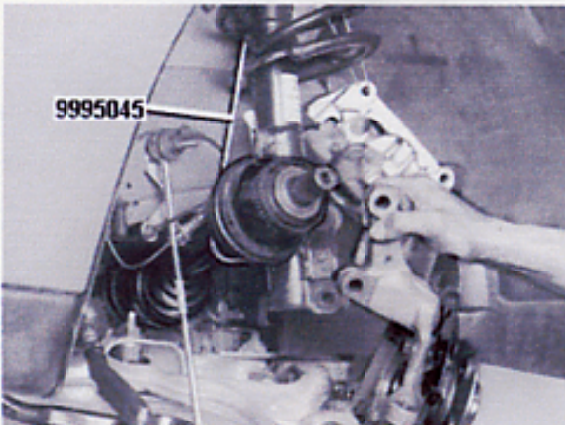
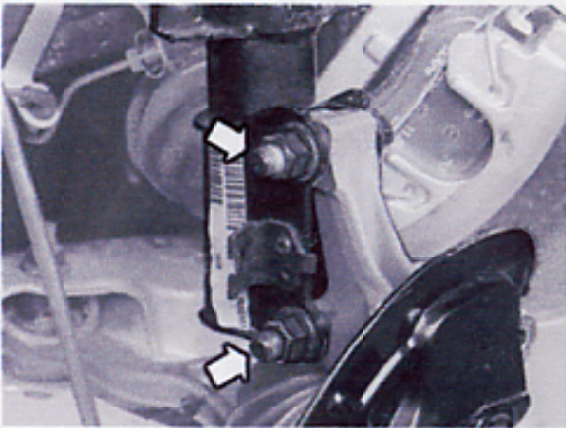
Slacken off the end of the drive shaft in the hub by knocking the drive shaft into the hub approximately 10–15 mm. Use a rubber or copper mallet.

- the tie rod ends from the steering arm. Use puller [999 5259](#) .

Measure the position of the wheel spindle and spring strut. See [Wheel knuckle / spring strut, calibrating](#) .

- both screws retaining the spring strut in the wheel spindle.





Press out the wheel spindle. At the same time pull the drive shaft from the transmission. Hang the drive shaft from a hook **999 5045** .

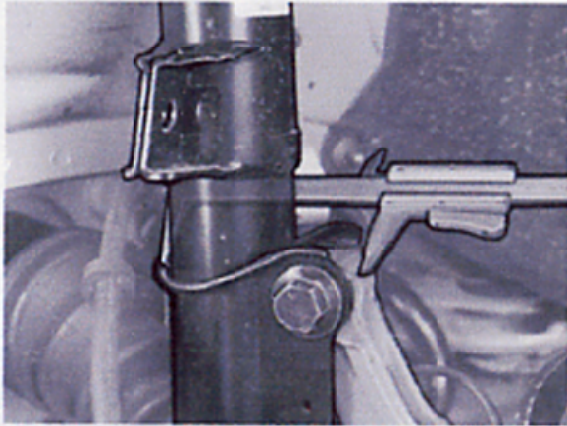
Note! Take care not to damage the drive shaft boot.

- the nut on the ball joint. Use a Torx wrench as counterhold
- wheel spindle.

Wheel knuckle / spring strut, calibrating

Measuring before removal

The measurements are made so that the same **camber angle** can be obtained when installing. Measure over the stub axle / spring strut at the upper screw as illustrated. Before measuring clean off any dirt from the measuring surfaces. Note the measurement.



Installing the spring strut / stub axle

Install the spring strut on the stub axle. Use **new screws and nuts**. Adjust in accordance with the measured values. Tighten to **105 Nm**. Angle-tighten **90°**. Use bevel protractor **951 2050**.

