

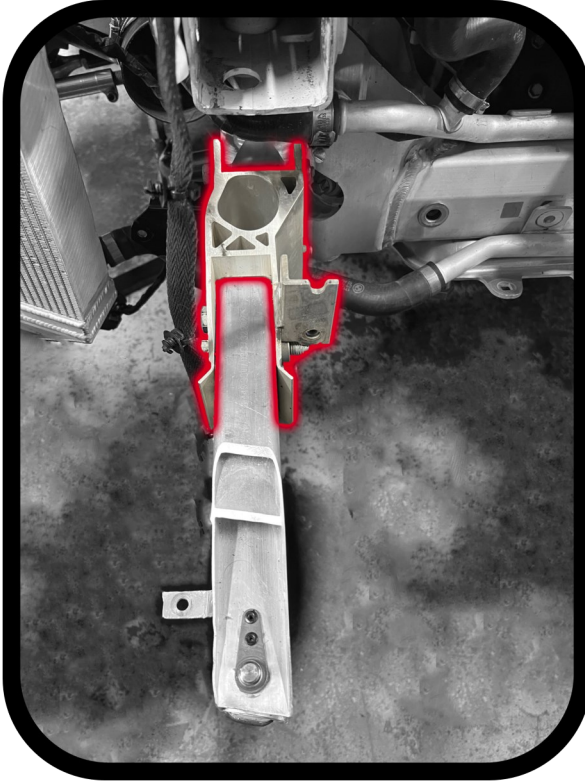
Part	Part Name	Quantity
1	Ball Joint and Housing	2
2	Ball Joint Housing Cap	2
3	M4 Screws	12
4	Ball Joint Spacers	4
5	Replacement Thru Bolt	2
6	Replacement Thru Bolt Nut	2
7	Replacement Nut	

	Tool Name	Quantity
1	Metric Socket Set	1
2	Metric Open End Wrench Set	1
3	2.5mm Hex Key	1
4	Torque Wrench	1
5	Blue Loctite	1
6	Anti-Seize	1

Photo of parts with components labeled according to part number in table above



1



- To gain access to the front tension strut you will need to remove the Crash Box on the front of the subframe.

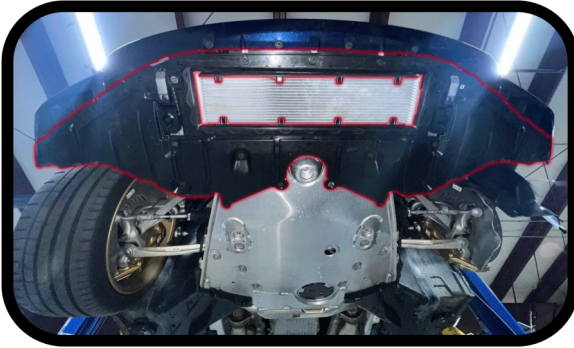
Note: you will not need to disassemble the car this far, photo is included to improve clarity.

2



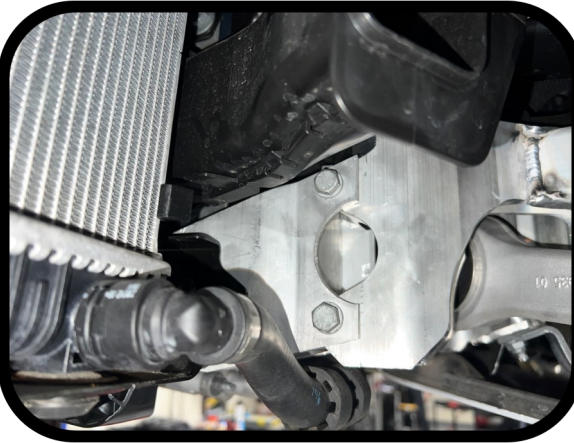
- Start by removing the front wheels and inner fender liners.

3



- Remove the Lower engine covers and oil cooler shroud.

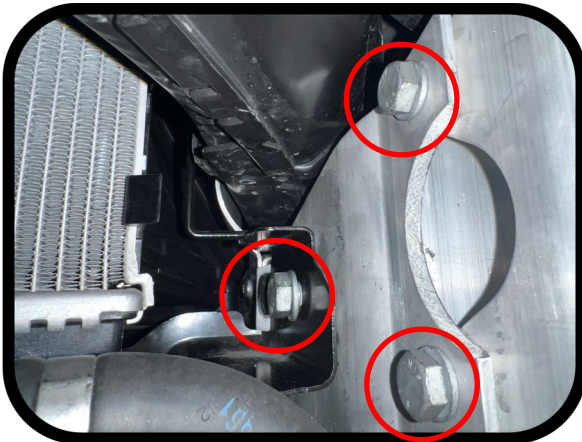
4



- Now you will have access to the aux cooler and crash box bracket.

This is located right behind the inner fender liner.

5



- You will need to remove the 2 bolts for the aux cooler bracket and the 2 bolts for the crash support bracket.

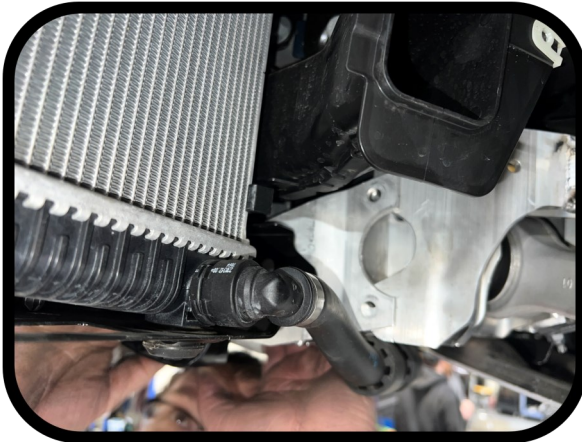
6



- On the inside of the bracket there is a screw holding on the oil cooler bracket. You will need a long extension to reach this.

Crash support bracket

7

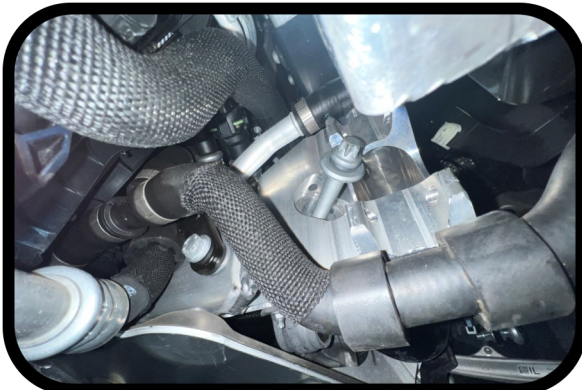


- The bracket will now be free to remove.
- Pull the lower auxiliary cooler line back and out of the way to gain extra clearance.
- You may need a pry tool to help shimmy the bracket out.

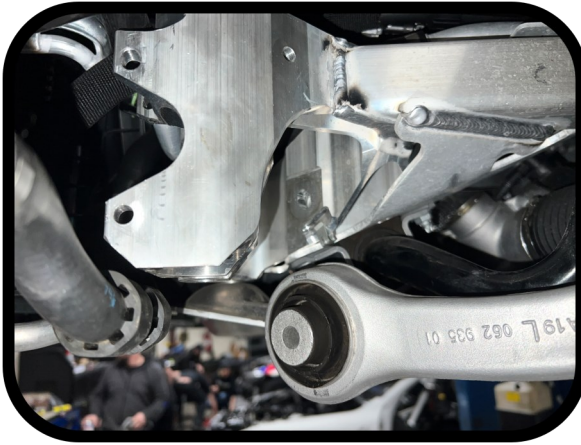
8



- With the bracket removed you will now be able to access the bolt holding in the tension strut.



9



- Remove the tension strut from the subframe and the spindle.

10



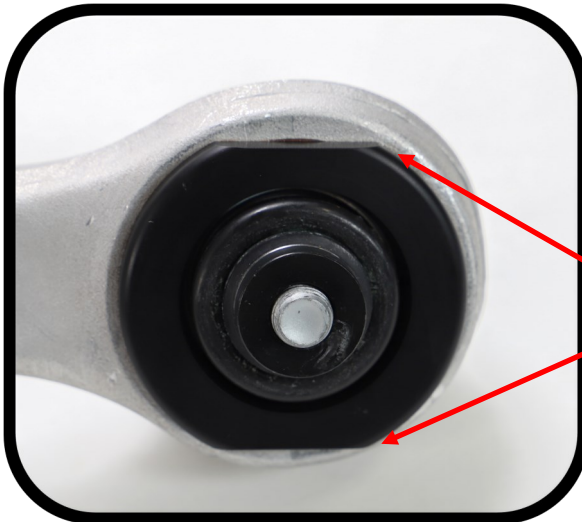
- Remove the factory bushing from the tension strut by cutting or pressing out the bushing.
Use caution when pressing as the bushing will deform and act as a spring when under tension.

IF CUTTING BE CAREFUL TO NOT CUT INTO THE TENSION STRUT

- Clean the tension strut and debur any sharp edges to prepare for installing the new ball joint housing.



- Disassemble the ball joint housing by removing the 6 button head screws and spacers.



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- The housing is installed in two halves, the ball joint housing is pressed into the tension strut and secured with the cap and screws.

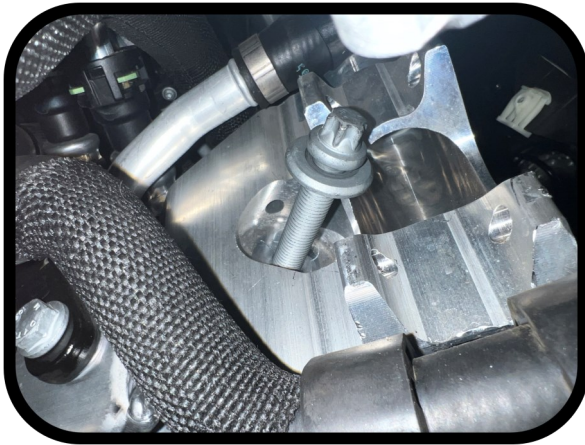
Add a light layer of anti seize to the housing before pressing it into the tension strut. This will add some lubrication to help prevent binding.

There are some flat spots machined into the lip of the housing, these are here to aid with removal if ever needed. Alignment is not critical, though we recommend the flats be parallel with the arm for easy access in a press.



- Insert the cap into the housing with a twisting motion to ensure the cap is fully seated. Install the 6 button head cap screws with blue Loctite and snug the screws (less than 5 ft•lbs).
- Reinstall the arm in the reverse order of removal.

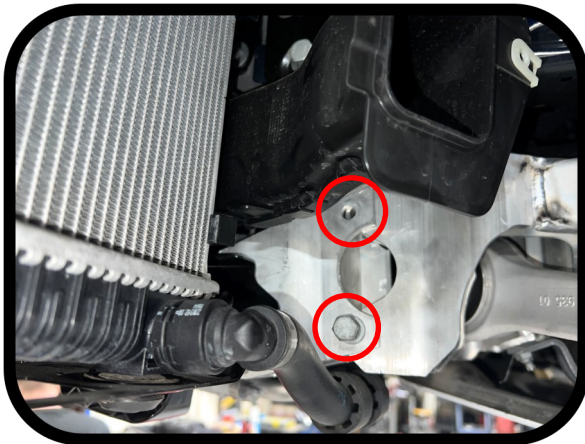
12



- Reinstall the tension strut using the included replacement nut and bolt. Torque the subframe bolt to 68Nm + 180 Degrees.

A new nut is also included for mounting the arm to the spindle.

13

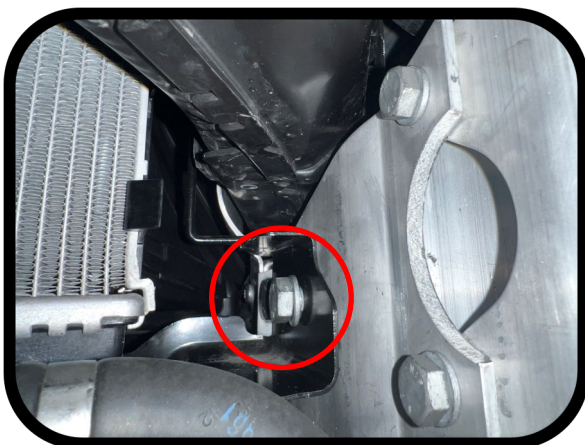


- Getting the bracket back in place can be a little tricky. Pull the aux cooler line out of the way and work the box back and forth until it slips up far enough to get a bolt through the lower hole.

From here you can use a pry tool to work it the rest of the way in.

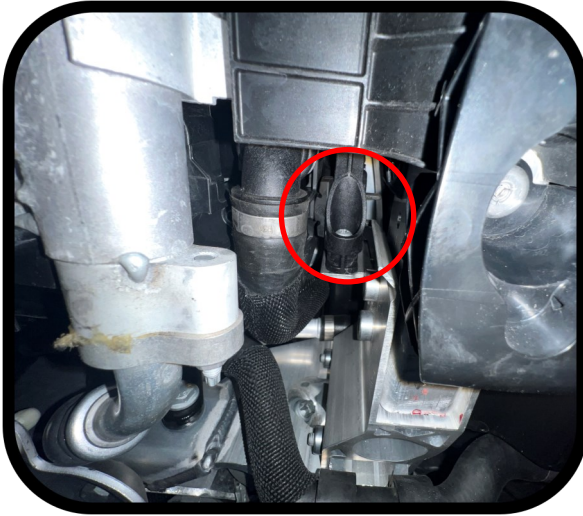
- Torque the two subframe bolts to 28nm (20 ft•lbs) .

14



- Next the aux cooler through bolts gets installed, torque the two bolts here to 50nm (37 ft•lbs) .

15



- Reattach the oil cooler bracket.



16



- Reattach the lower engine covers and the inner fender liner.