

**FORD PERFORMANCE**

**M-18000-MAV
2022 Maverick
Tremor Suspension Kit**

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SPECIAL TOOLS NEEDED	
Two Leg Puller	Vise
Vehicle/Axle Stands	

Part Number	Part Name/Description	Quantity
CM-18000-MAVFLSA	FRONT LEFT STRUT ASSEMBLY	1
CM-18000-MAVFRSA	FRONT RIGHT STRUT ASSEMBLY	1
JX6Z-3D677-C	STEERING RACK INSULATOR DUST COVER	1
LX6Z-00811-A	REAR CONTROL ARM NUTS	2
LX6Z-5486-A	FRONT SWAY BAR CLAMPS	2
LX6Z-5586-B	REAR SPRING ANTI-SQUEAK TOP MOUNT	2
LX6Z-5C486-C	REAR SWAY BAR END LINKS	2
LX6Z-5K484-E	FRONT SWAY BAR END LINKS	2
NZ6Z-5560-J	RIGHT HAND REAR SPRING	1
NZ6Z-5560-L	LEFT HAND REAR SPRING	1
NZ6Z-5A098-A	REAR SWAY BAR MOUNT SHIELD	1
NZ6Z-8321-A	LOWER SPRING PAD REAR LEFT	1
NZ6Z-8321-B	LOWER SPRING PAD REAR RIGHT	1
PZ1Z-18125-Y	REAR SHOCK ABSORBER ASSEMBLIES	2
PZ6Z-5482-A	MAVERICK TREMOR FRONT SWAY BAR	1
PZ6Z-5A772-A	MAVERICK TREMOR REAR SWAY BAR	1
W500566-S439	ROLL RESTRICTOR BOLT	1
W500727-S439	LEFT HAND SUB-FRAME BOLTS	6
W520203-S440	OUTER TIE ROD NUTS BRONCO SPORT	2
W520515-S442	LOWER BALL JOINT NUTS	2
W520516-S441	STRUT CLEVIS NUTS	4
W712503-S440	FRONT SWAY BAR END LINK NUTS	4
W713199-S442	REINFORCEMENT BRACKET FRONT SUB-FRAME TOP BOLTS	4
W715682-S900	REAR SHOCK LOWER NUTS	2
W718843-S439	STEERING SHAFT BOLT	1
W718881-S439	REAR STAB BAR MOUNT STUDS RIGHT HAND	2

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Part Number	Part Name/Description	Quantity
W719192-S439	SUB-FRAME BOLTS RIGHT HAND FRONT	2
W719514-S450B	REAR STAB BAR MOUNTING HARDWARE	2
W719733-S442	FRONT SHOCK TOP MOUNT BOLT	6
W719813-S440	SWAY BAR END LINKS NUT	2
W719917-S439	FRONT SWAY BAR BOLTS	4
W720238-S439	REAR STRUT BOTTOM BOLTS	2
W720388-S439	SUB-FRAME BOLTS LEFT FRONT	2
W720492-S450	SWAY BAR FASTENERS	2
W720633-S439	REAR CONTROL ARM BOLTS	2
W720710-S439	REAR UPPER SHOCK BOLTS	4
W721130-S439	FRONT CROSS MEMBER BOLTS	2
W721339-S439	STRUT CLEVIS BOLTS	4
W721614-S439	FRONT LOWER BALL JOINT BOLTS	2

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TREMOR FRONT SUSPENSION KIT

NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

NOTE: Removal steps in this procedure may contain installation details.

1. With the vehicle in NEUTRAL, position it on a hoist. Only the specified jacking points may be used for jacking and supporting the vehicle.

⚠ WARNING: Turn off (disable) the power running boards (if equipped) before jacking, lifting or placing any object under the vehicle. Never place your hand between the power running board and the vehicle. Extended power running boards will retract when doors are closed. Failure to follow these instructions may result in serious personal injury.

⚠ WARNING: Before raising the vehicle on a hoist, make sure the hoist capacity is adequate for the vehicle weight, including any vehicle cargo or modifications. Always position the hoist lift arms as shown in section 100-02 of this manual. Do not use the engine to power the drive wheels unless all drive wheels are elevated off the ground. Incorrect hoist arm positioning or drive wheels in contact with the ground can cause unintended vehicle movement. Failure to follow these instructions may result in serious personal injury or death.

⚠ WARNING: Position the hoist lift arms as shown in the illustration. Incorrect positioning could result in vehicle slipping or falling from the hoist. Failure to follow this instruction may result in serious personal injury.

⚠ WARNING: Never place any part of your body underneath a vehicle that is supported only by a jack. The jack could unintentionally lower. Always support vehicle with floor stands. Failure to follow these instructions may result in serious personal injury.

⚠ WARNING: Identify the correct jacking points by locating the triangle stamped into the uni-body sheet metal or vehicle frame or molded into the body rocker moulding. Raising a vehicle in any other location may result in vehicle shifting or falling. Failure to follow this instruction may result in serious personal injury.

⚠ WARNING: Only raise the vehicle when positioned on a hard, level surface. Attempting to raise the vehicle on an uneven or soft surface may result in vehicle slipping or falling from the jack or jackstand. Failure to follow this instruction may result in serious personal injury.

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⚠ WARNING: When jacking or lifting the vehicle, block the diagonally opposite wheel, place the vehicle transmission in "Park" ("Rev" for manual transmissions), and set the parking brake. These actions help prevent unintended vehicle movement. Failure to follow these instructions may result in serious personal injury.

⚠ WARNING: Never hoist a vehicle using multiple floor jacks.

NOTICE: The jack provided with the vehicle is intended to be used in an emergency for changing a deflated tire. To avoid damage to the vehicle, never use the jack to hoist the vehicle for any other purpose.

NOTICE: Do not attempt to jacking on the front bumper or the rear bumper on any vehicle. Damage to bumper covers will occur.

NOTICE: Do not use the differential housing as a lift point. Leaks or damage to the rear axle cover and adjoining differential housing surface may result if a floor jack or any lifting device is allowed to contact the cover at any point where the cover joins the housing.

NOTICE: Place blocks underneath the lifting points if a two-column hoist is used.

NOTICE: Damage to the suspension, exhaust or steering linkage components may occur if care is not exercised when positioning the hoist adapters prior to lifting the vehicle.

NOTICE: To prevent possible damage to the underbody, do not drive the vehicle onto a drive-on lift without first checking for possible interference.

NOTICE: When raising a vehicle on a two-column hoist, use care when positioning the vehicle so that the hoisting forks do not interfere with suspension components, mounting brackets or stabilizer mounting brackets, if equipped. In addition, use care in hoist positioning to avoid possible damage to the differential housing or rear axle cover.

2. Remove the front wheels and tires.

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3. On both sides, remove the front sway bar link.

NOTICE: Do not use power tools to remove the stabilizer bar link nut. Damage to the stabilizer bar link ball joint or boot may occur.

NOTE: The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.

NOTE: Use the TORX PLUS® holding feature to prevent the ball stud from turning while removing or installing the lower arm outboard nut. Torx® and TORX PLUS® is a reg. tm of Acument Intellectual Properties, LLC.

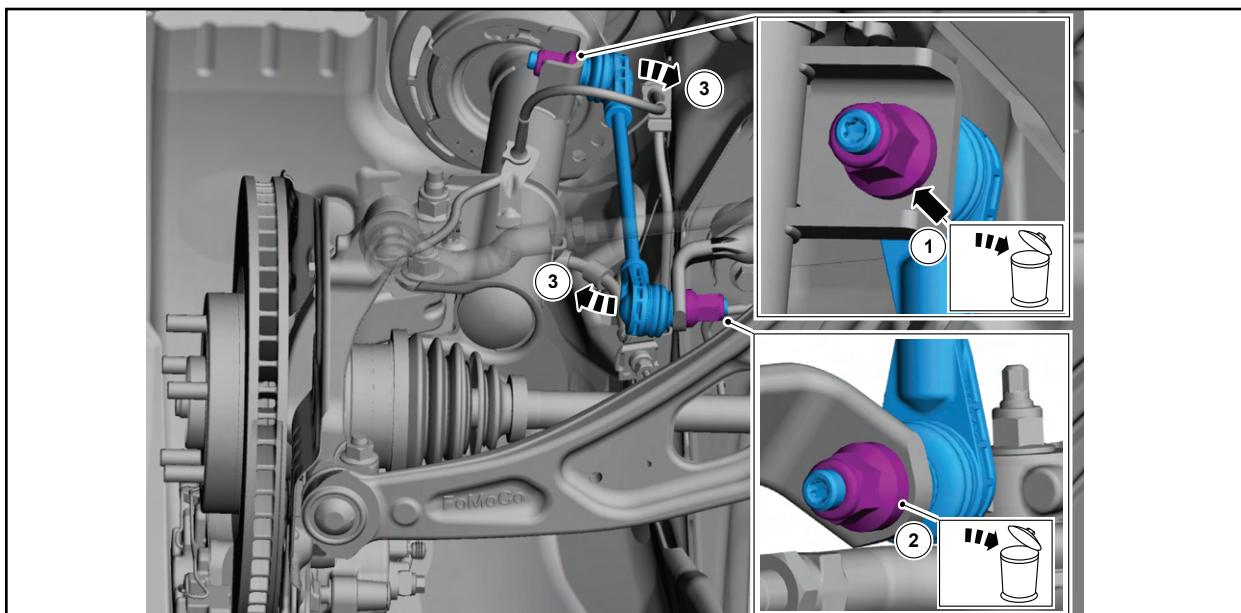
1. Remove and discard the front stabilizer link upper nut.

• Torque: 81 lb.ft (110 Nm).

2. Remove and discard the front stabilizer link lower nut.

• Torque: 85 lb.ft (115 Nm).

3. Remove and discard the front stabilizer link.



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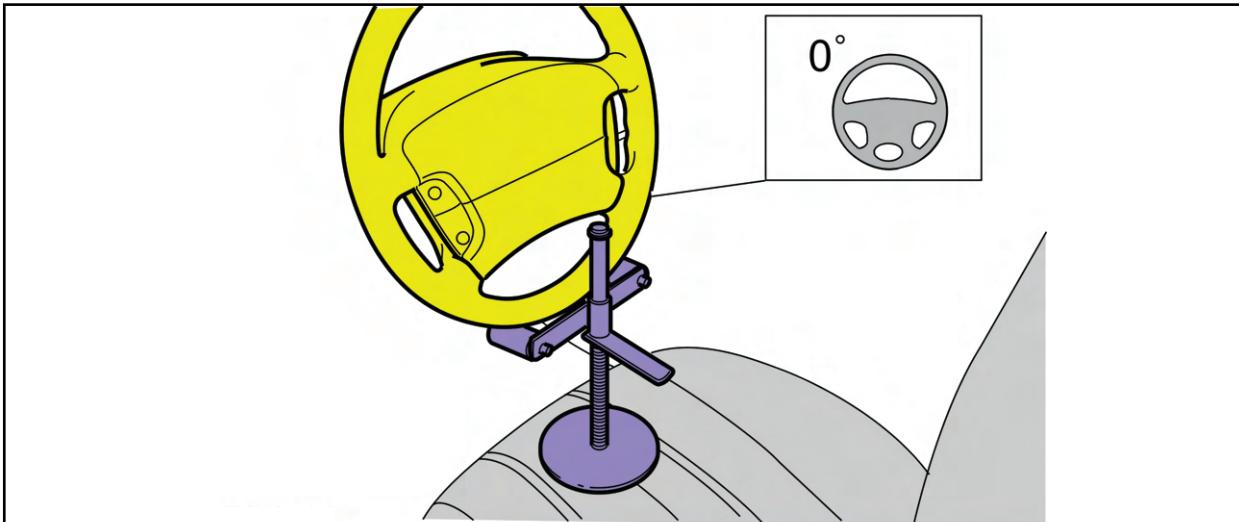
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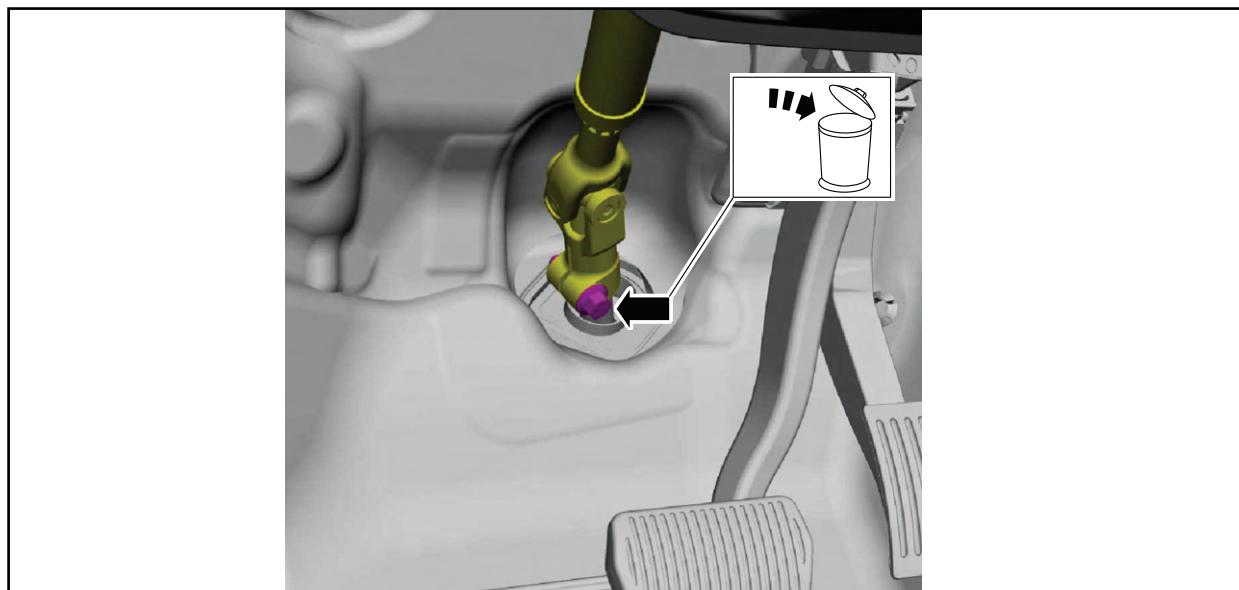
4. Steering wheel in straight ahead position.



⚠ WARNING: Do not reuse steering column shaft bolts. This may result in fastener failure and steering column shaft detachment or loss of steering control. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

5. Remove and discard the steering column shaft bolt and disconnect the steering column shaft from the steering gear.

- Torque: 46 lb.ft (63 Nm).



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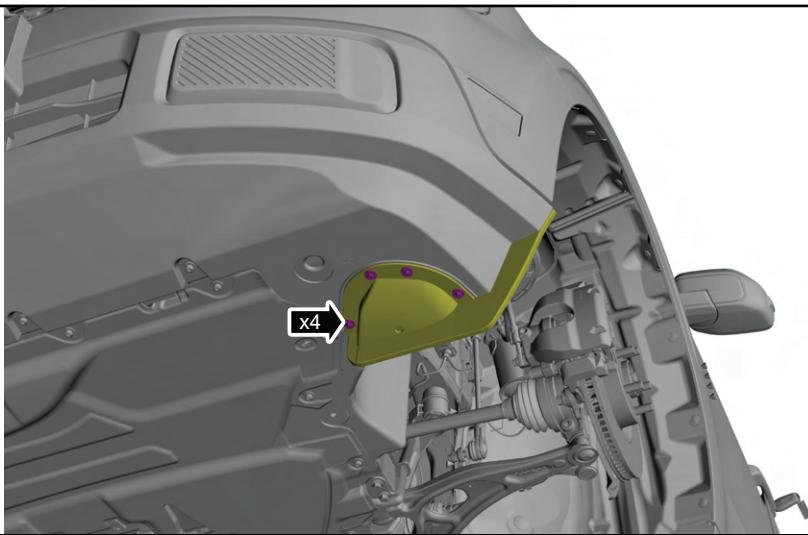
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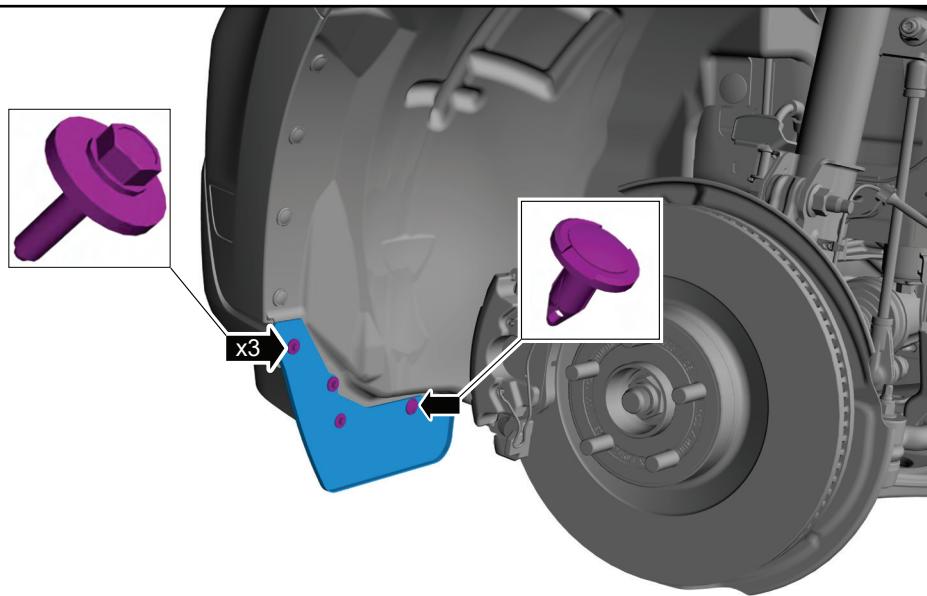
6. Remove the bolts.

- Torque: 13 lb.in (1.5 Nm).



7. Remove the bolts and retainer.

- Torque: 13 lb.in (1.5 Nm).



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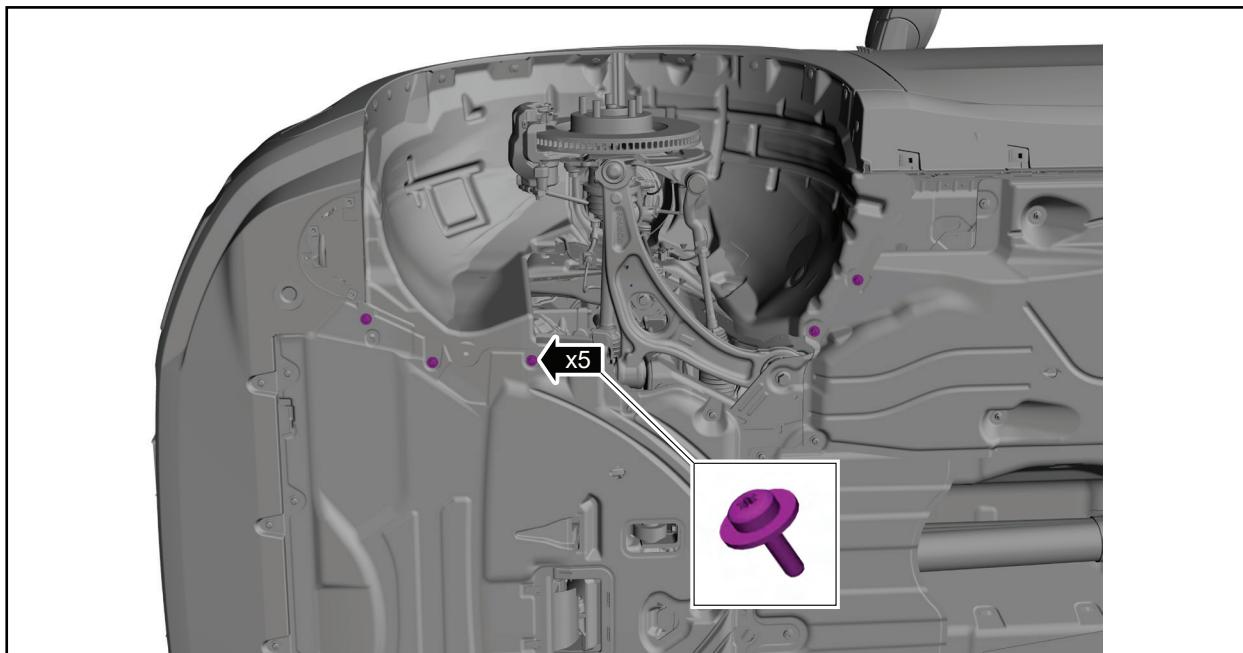
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8. Remove the screws.

- Torque: 22 lb.in (2.5 Nm).



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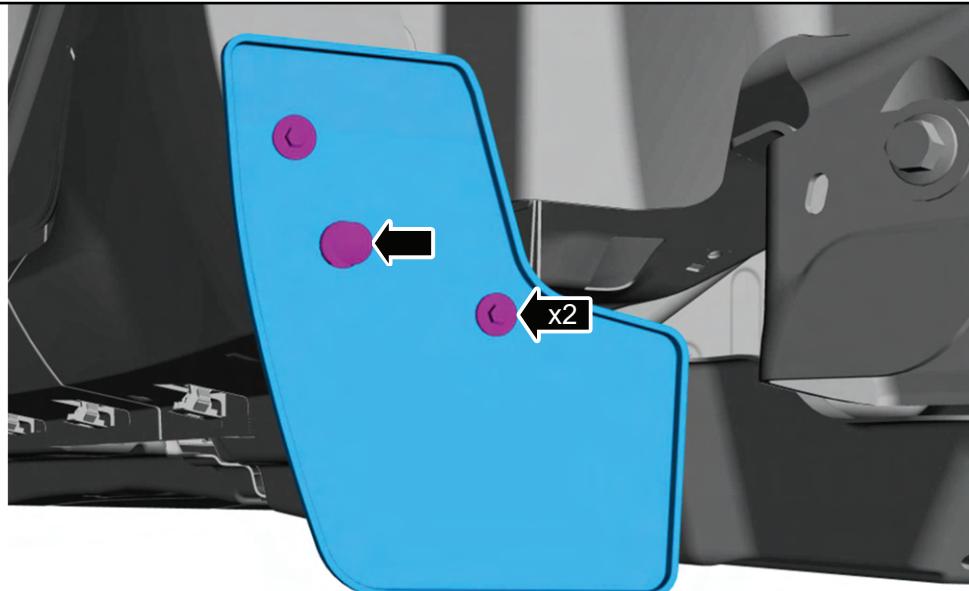
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9. Remove the fasteners and the mudflap.

- Torque: 22 lb.in (2.5 Nm).



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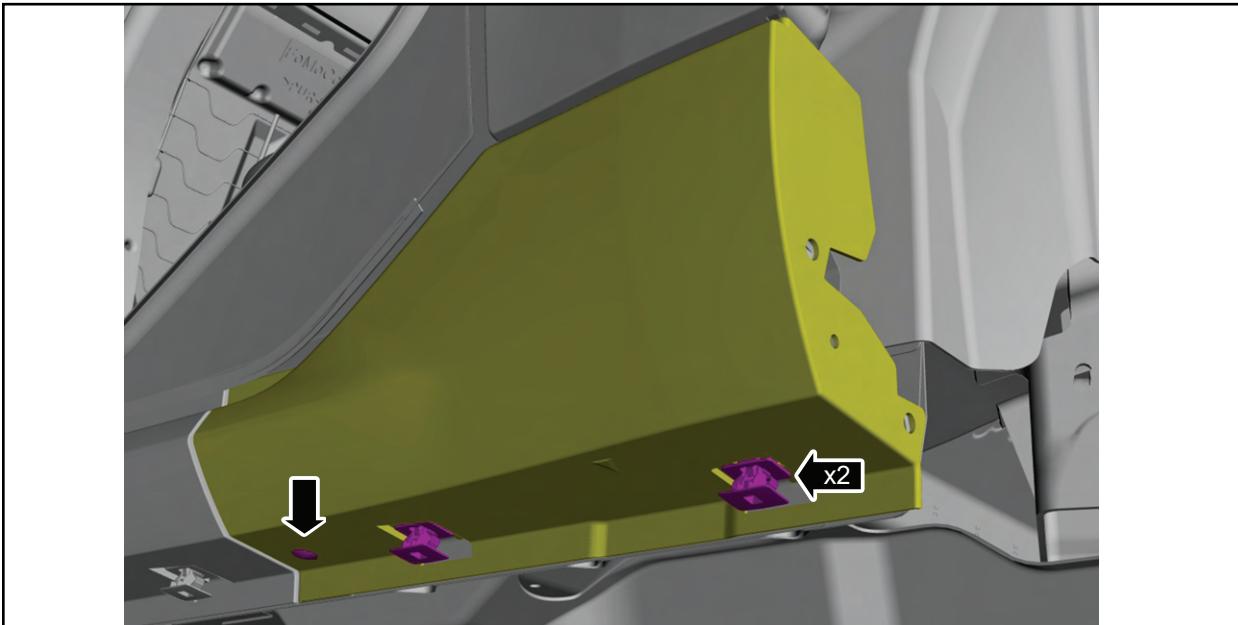
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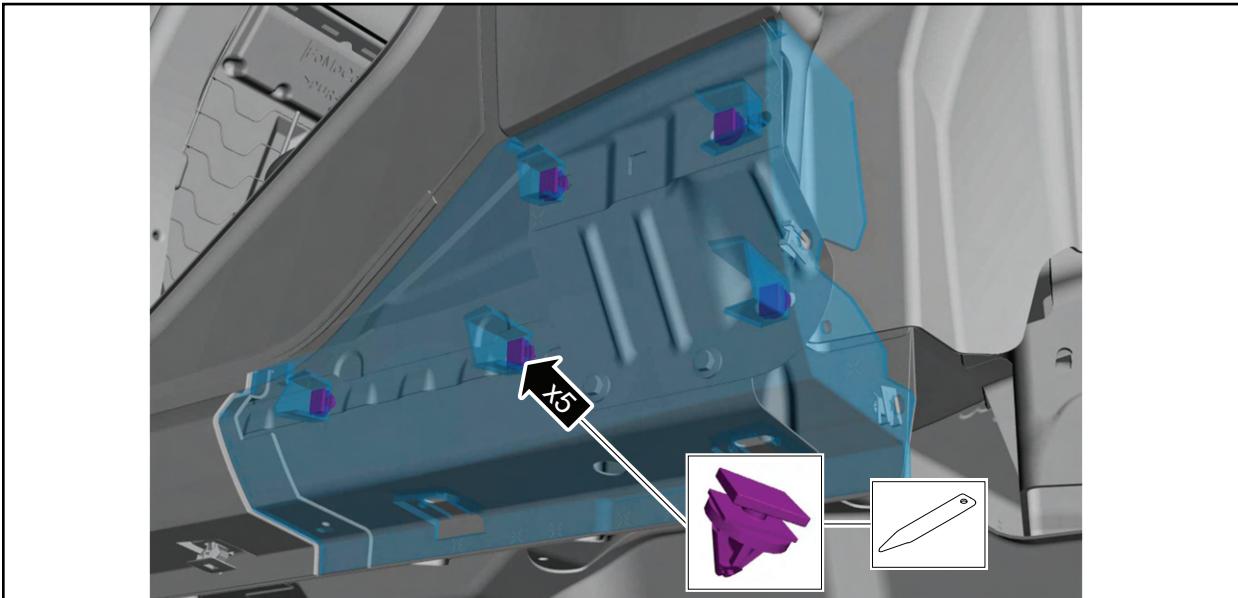
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10. Remove the fasteners.



11. Remove the fasteners and rear rocker moulding.



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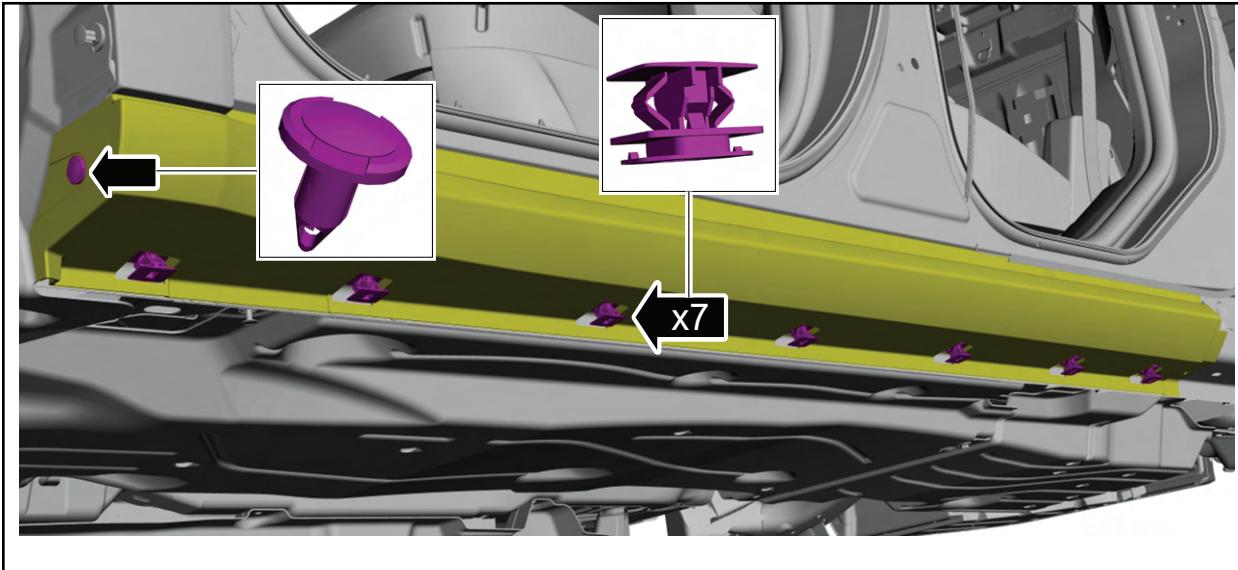
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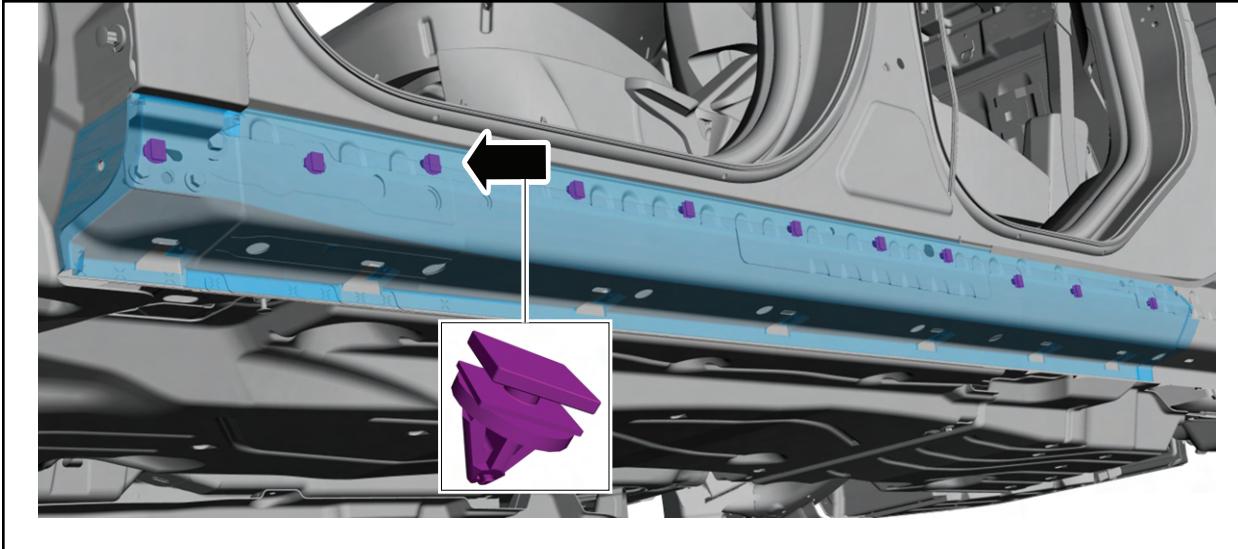
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12. Remove the fasteners.



13. Remove retainer clips and rocker panel moulding.



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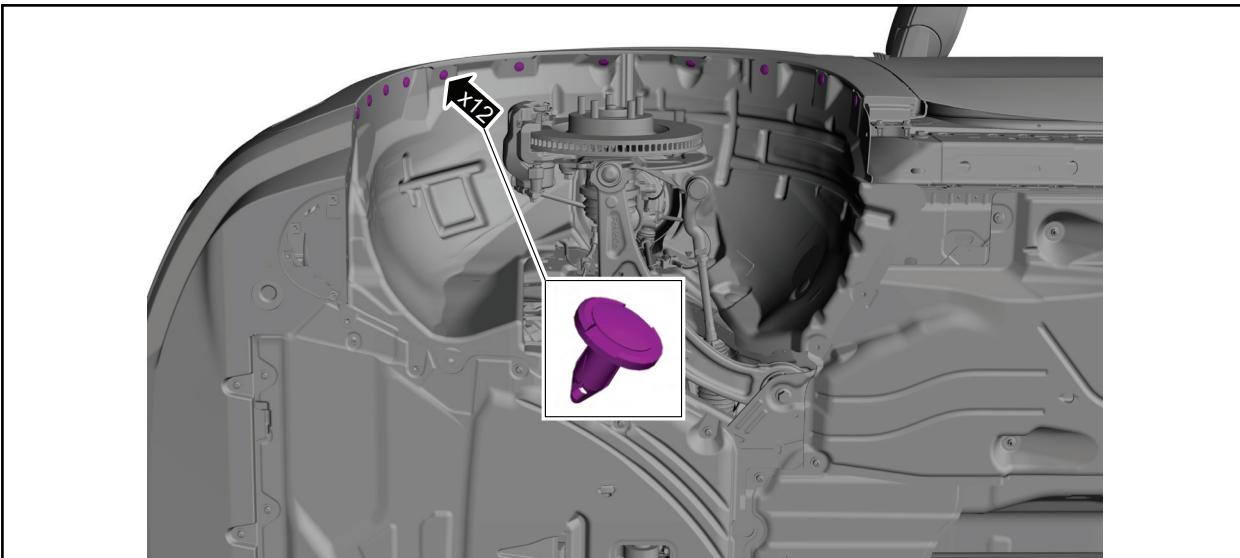
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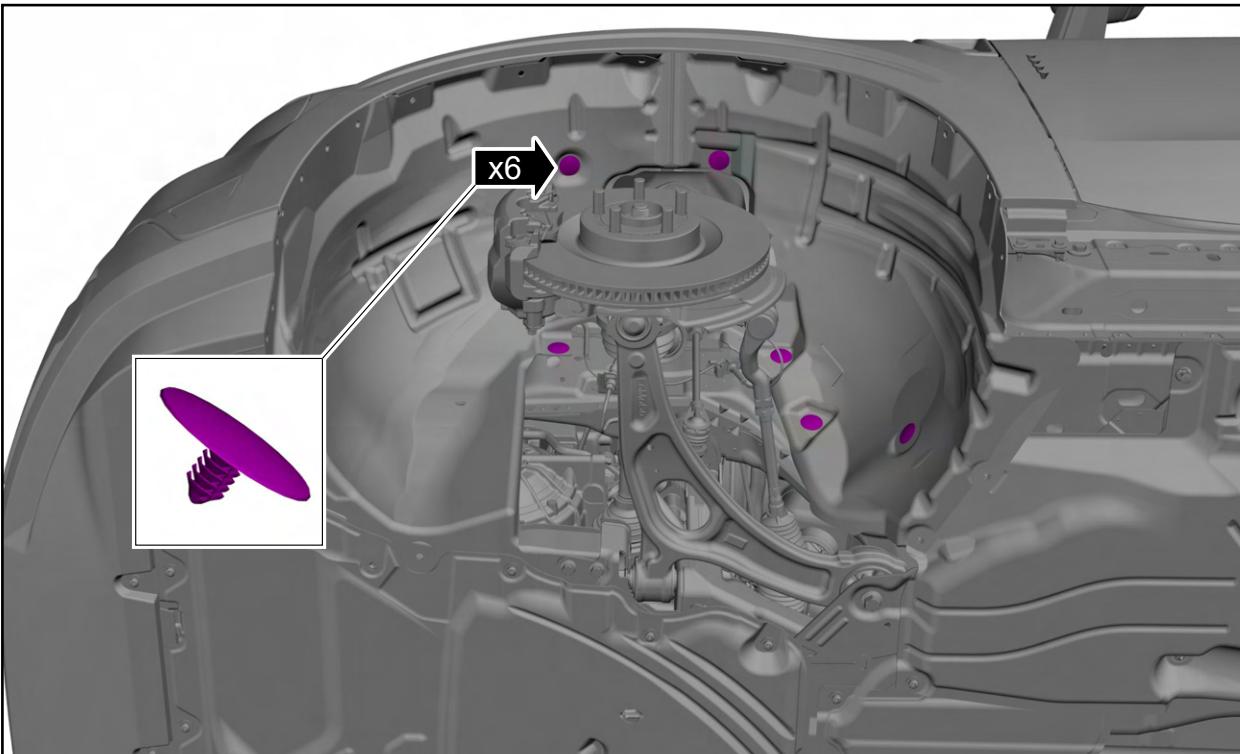
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14. Remove the retainers.



15. Remove the retainers.



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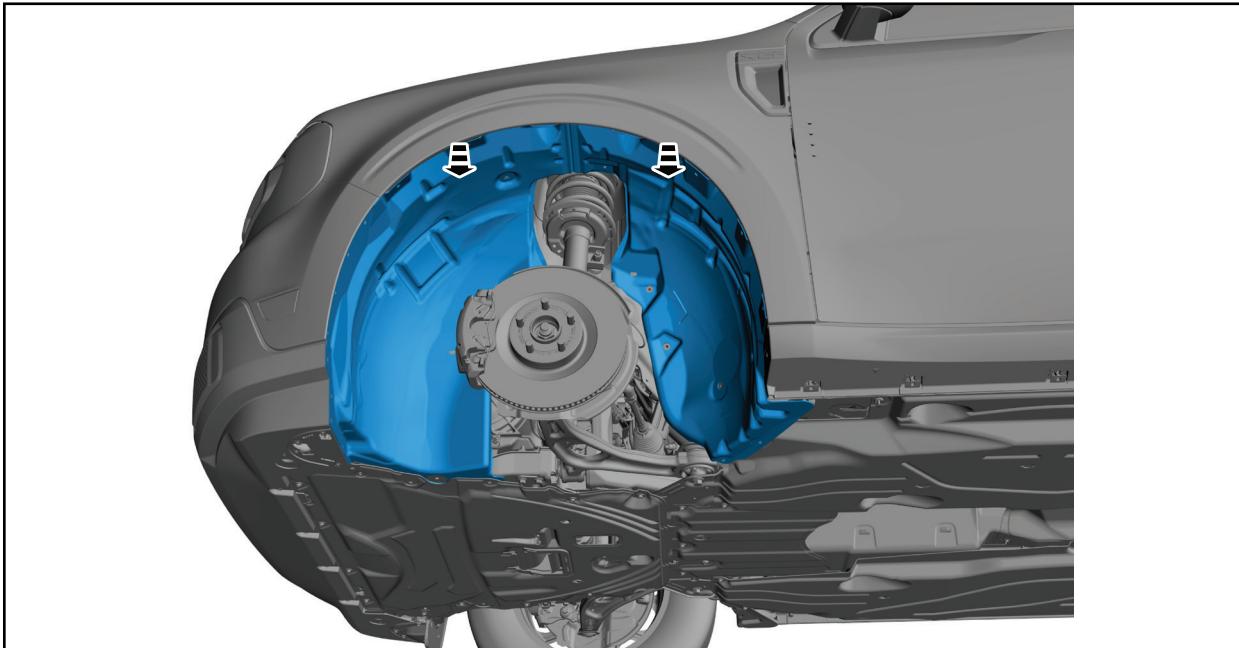
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16. Remove the fender splash shield.



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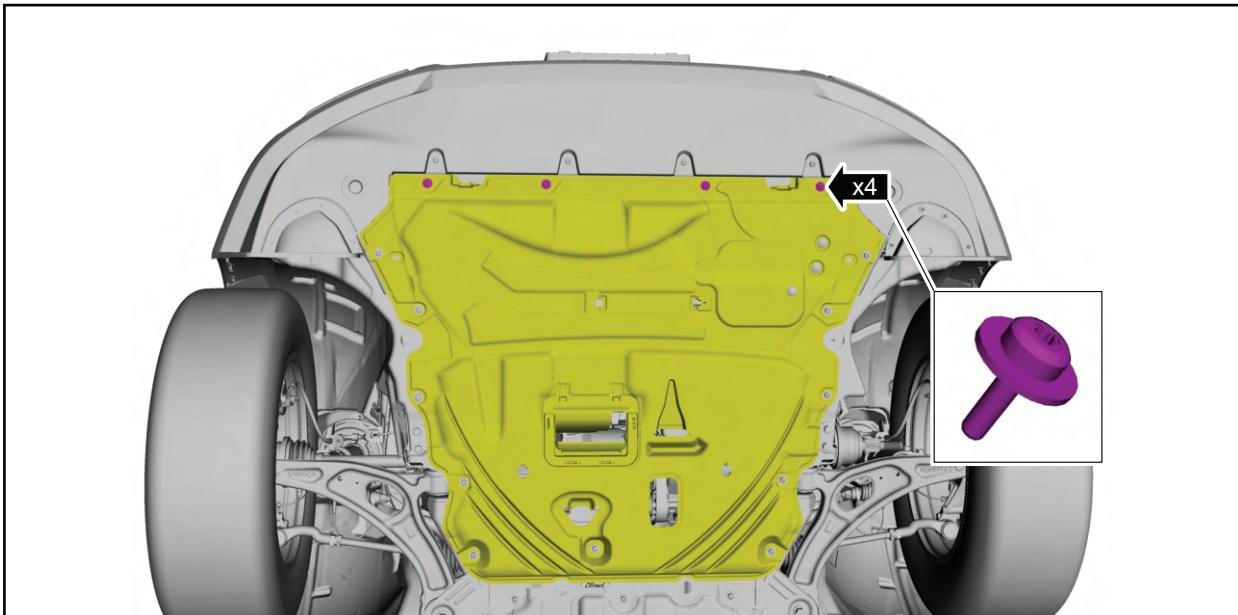
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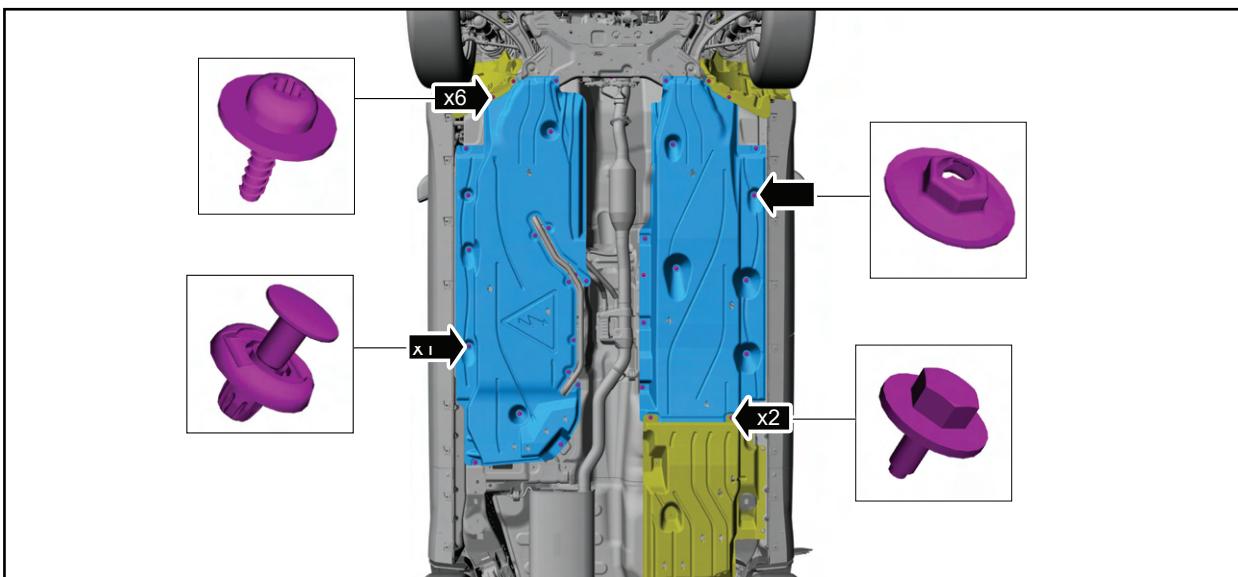
17. If equipped, remove the retainers and the underbody shield.

- Torque: 19 lb.in (2.2 Nm).



18. Remove the retainers and the underbody shield.

- Torque: 22 lb.in (2.5 Nm).



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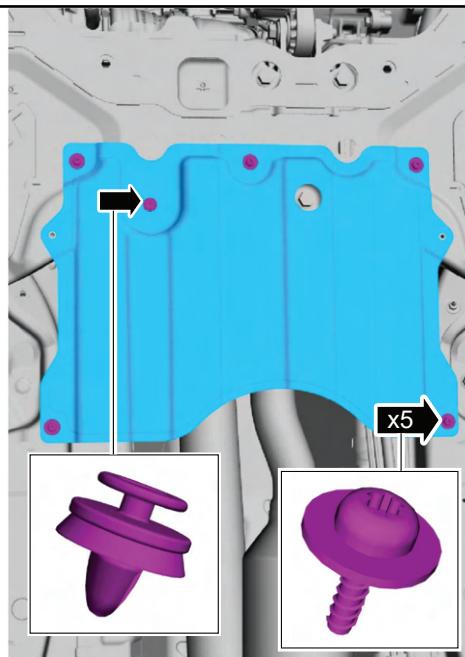
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19. If equipped, remove the retainers and the underbody shield.

- Torque: 22 lb.in (2.5 Nm).





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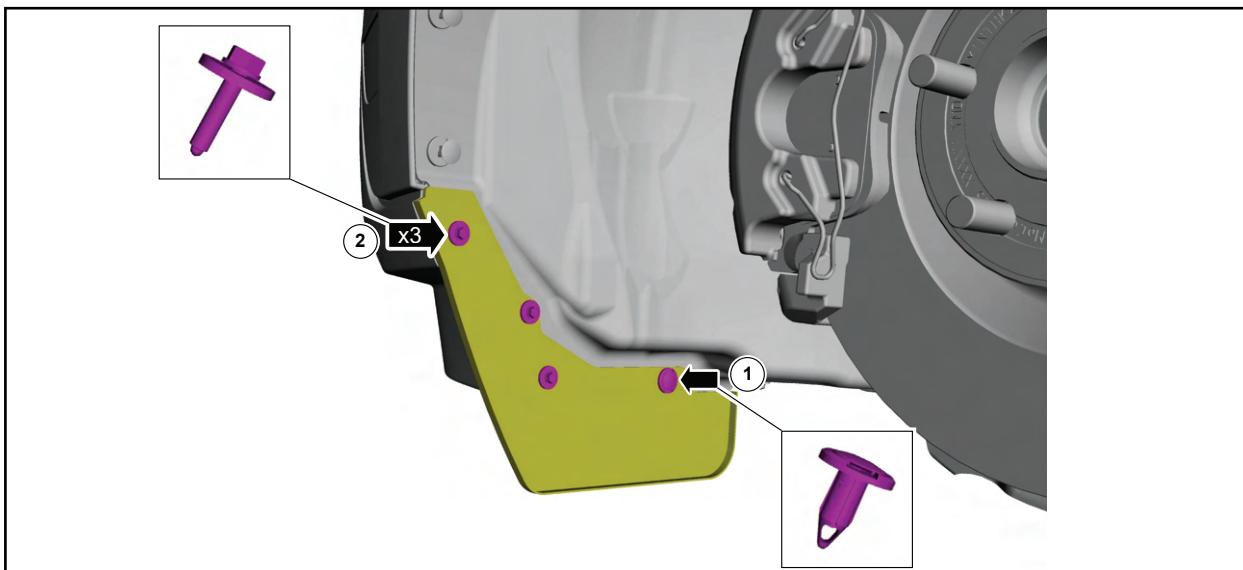
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20. On both sides,

1. Remove the push pin.
2. Remove the screws.

• Torque: 13 lb.in (1.5 Nm).



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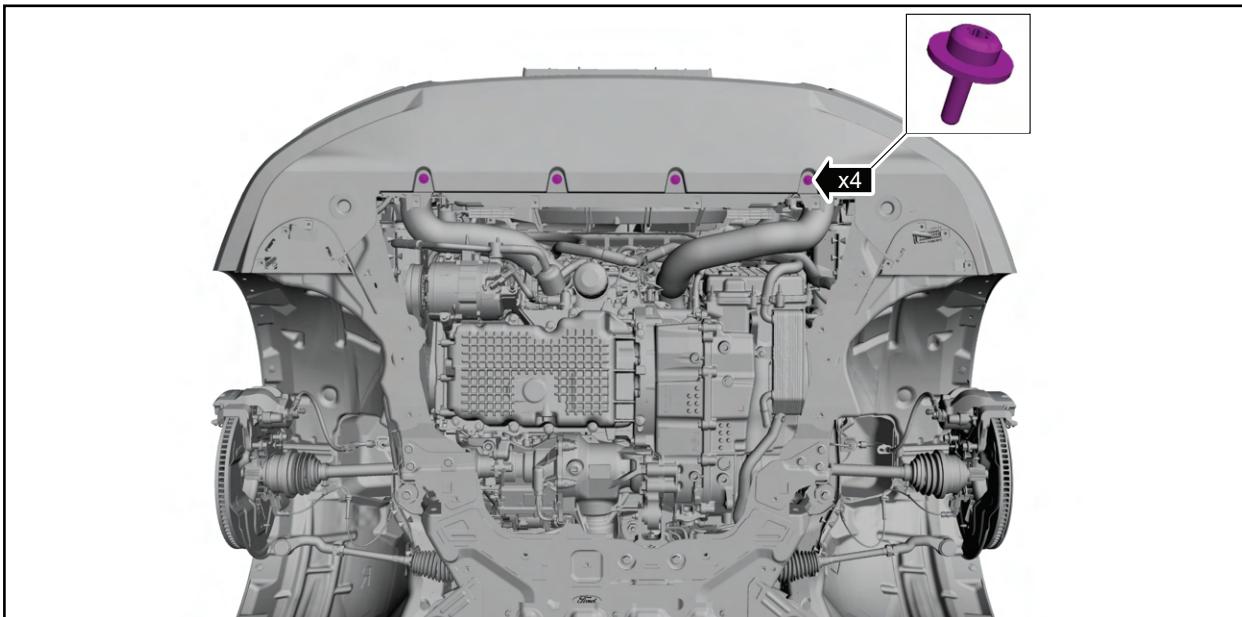
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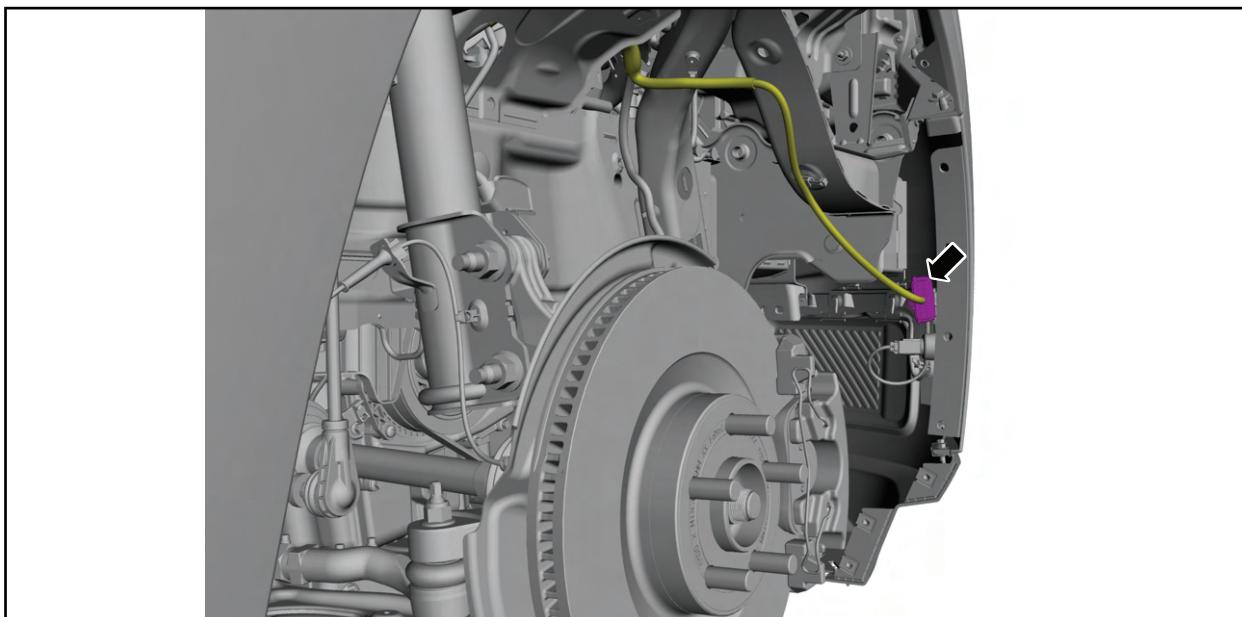
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21. Remove the screws.

- Torque: 13 lb.in (1.5 Nm).



22. Disconnect the front bumper cover harness electrical connector.



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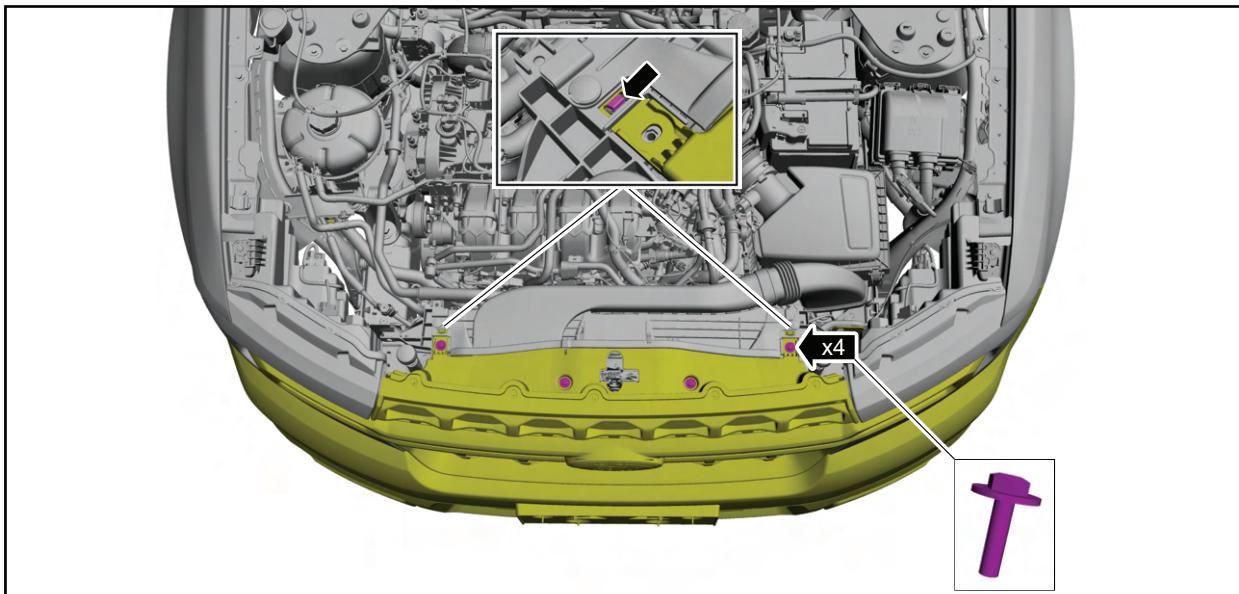
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23. Remove the screws and release the tabs.

- Torque: 36 lb.in (4.1 Nm).



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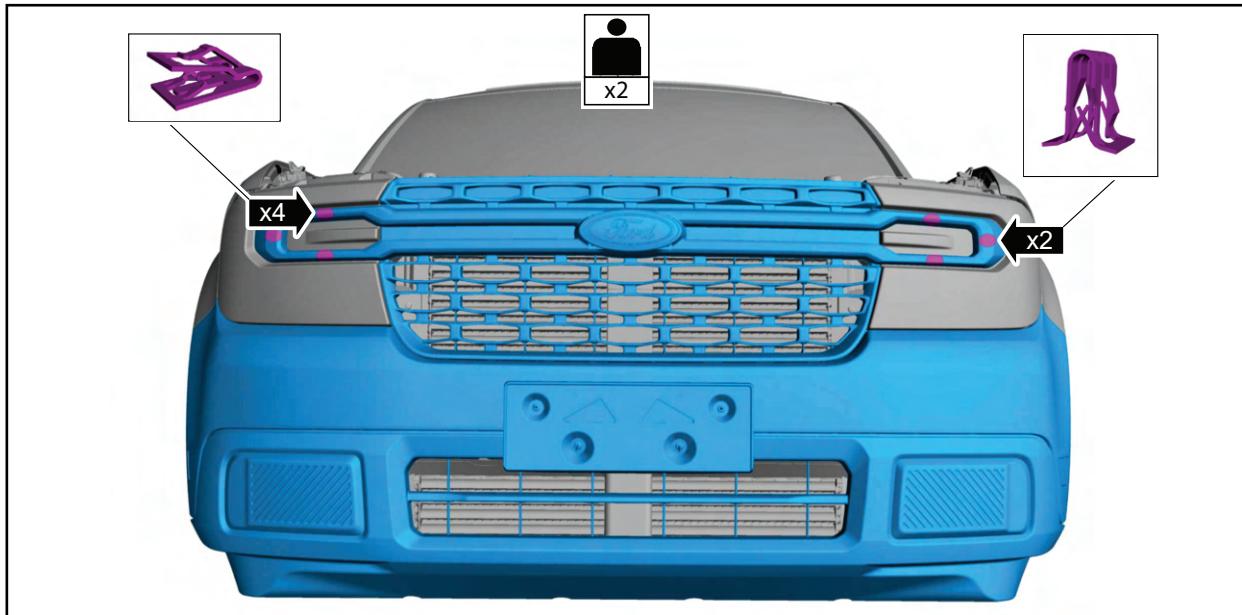
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NOTE: This step requires the aid of another technician.

24. Release the clips and remove the front bumper cover.



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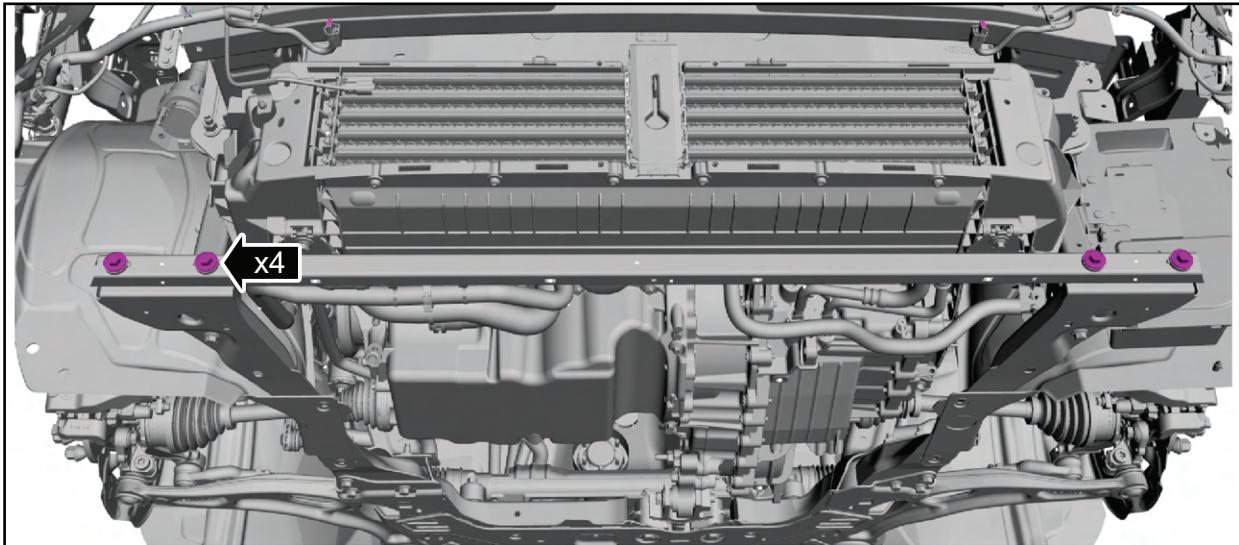
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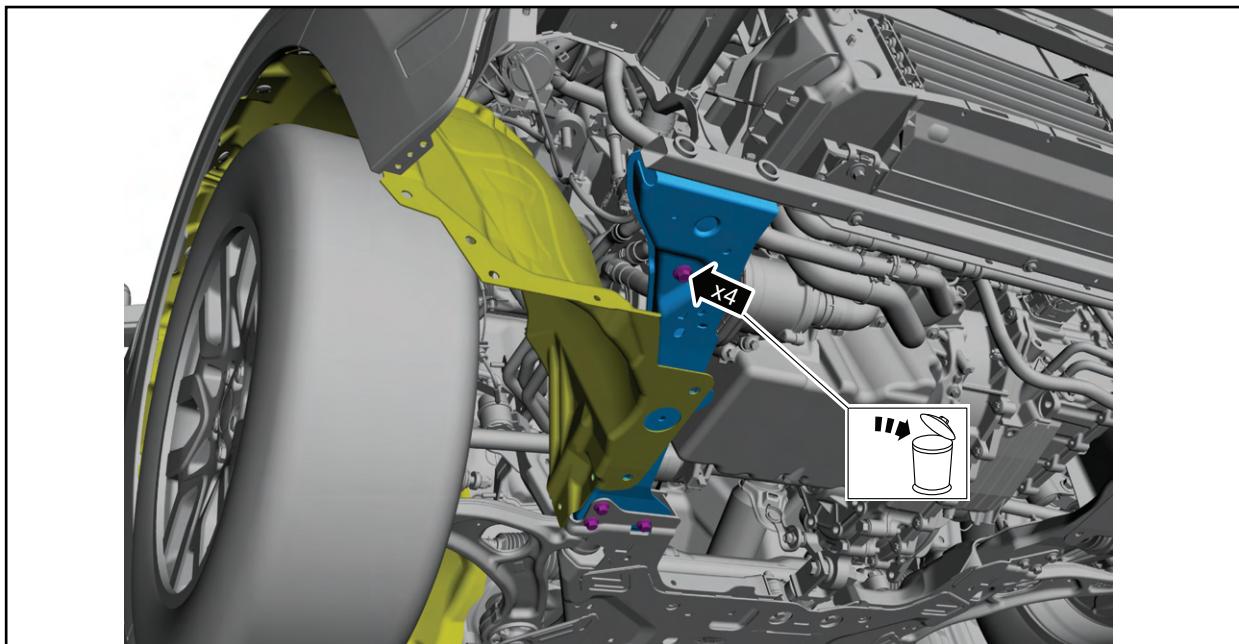
25. Remove the subframe support bracket bolts.

- Torque: 22 lb.ft (30 Nm).



26. On both sides, remove and discard the bolts and remove the front outer side member.

- Torque: 30 lb.ft (40 Nm).



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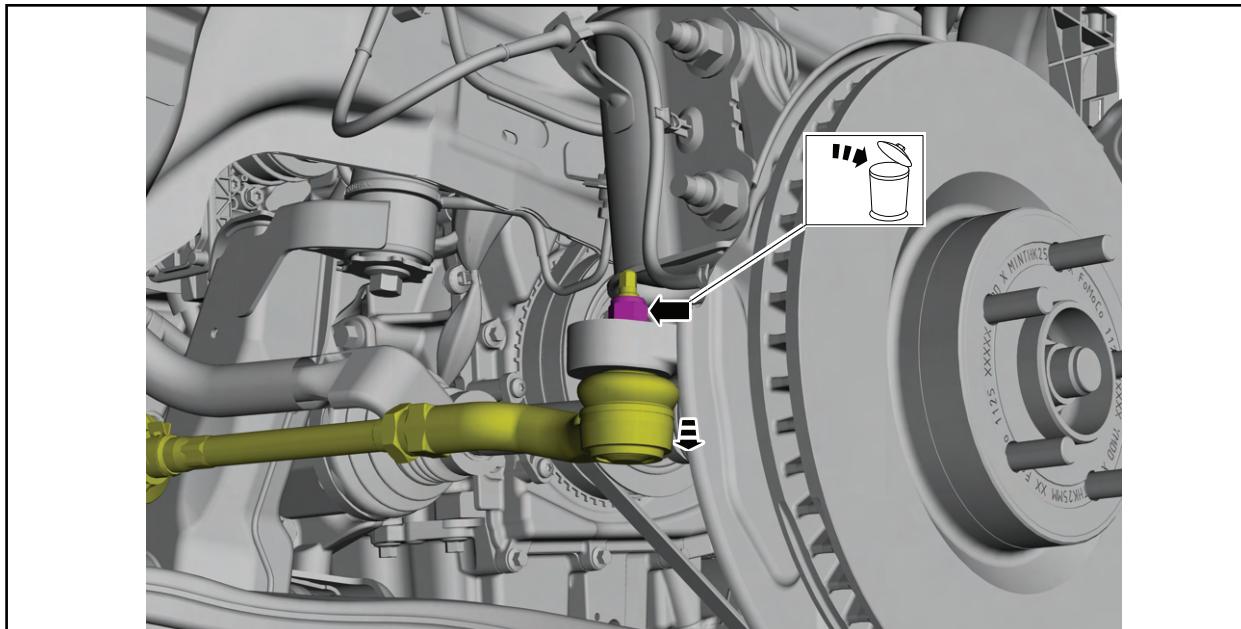
NOTICE: Do not use a hammer to separate the outer tie-rod end from the wheel knuckle or damage to the wheel knuckle may result.

NOTICE: Use care when installing the tie rod separator or damage to the outer tie-rod end boot may occur.

NOTE: Use the hex-holding feature to prevent turning of the stud while removing the tie rod end nut.

27. On both sides, remove and discard the tie rod end nut and separate the tie rod end from the wheel knuckle.

- Use the General Equipment: Tie Rod End Remover
 - Torque: 35 lb.ft (48 Nm).



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NOTICE: Do not use a prying device to open the slot in the knuckle to separate the lower ball joint from the knuckle assembly. Damage to the knuckle assembly may occur.

NOTICE: Do not use a prying device or separator fork between the ball joint and the wheel knuckle. Damage to the ball joint or ball joint seal may result. Only use the pry bar by inserting it into the lower arm body opening.

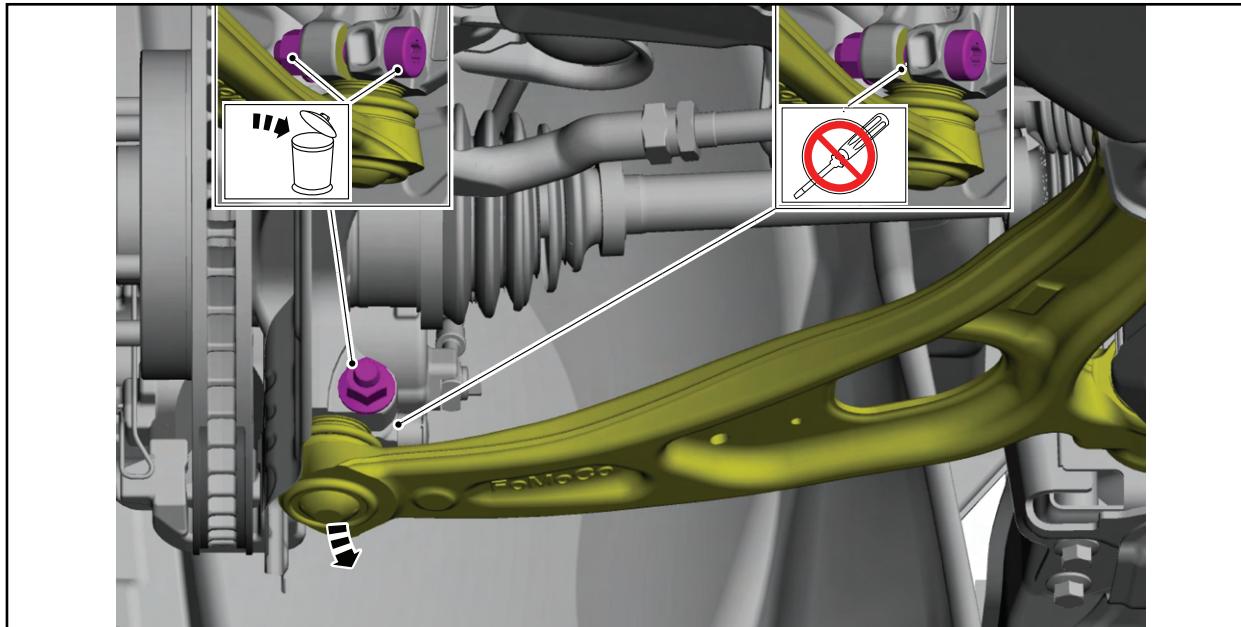
NOTICE: Use care when releasing the lower arm and wheel knuckle into the resting position or damage to the ball joint seal may occur.

NOTICE: Do not use power tools to remove or install the lower arm outboard nut. Damage to the ball joint or ball joint seal may occur.

NOTE: Use the TORX PLUS® holding feature to prevent the ball stud from turning while removing or installing the lower arm outboard nut. Torx® and TORX PLUS® is a reg. tm of Acument Intellectual Properties, LLC.

28. On both sides, remove and discard the ball joint pinch bolt and nut and separate the lower arm from the wheel knuckle.

- Torque: 81 lb.ft (110 Nm).



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Tremor Suspension Kit

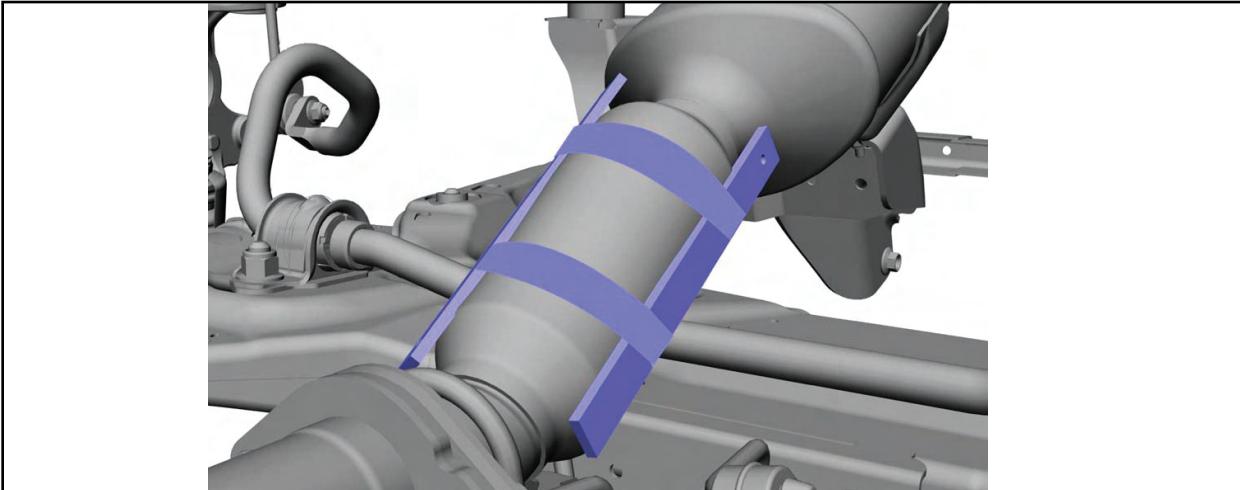
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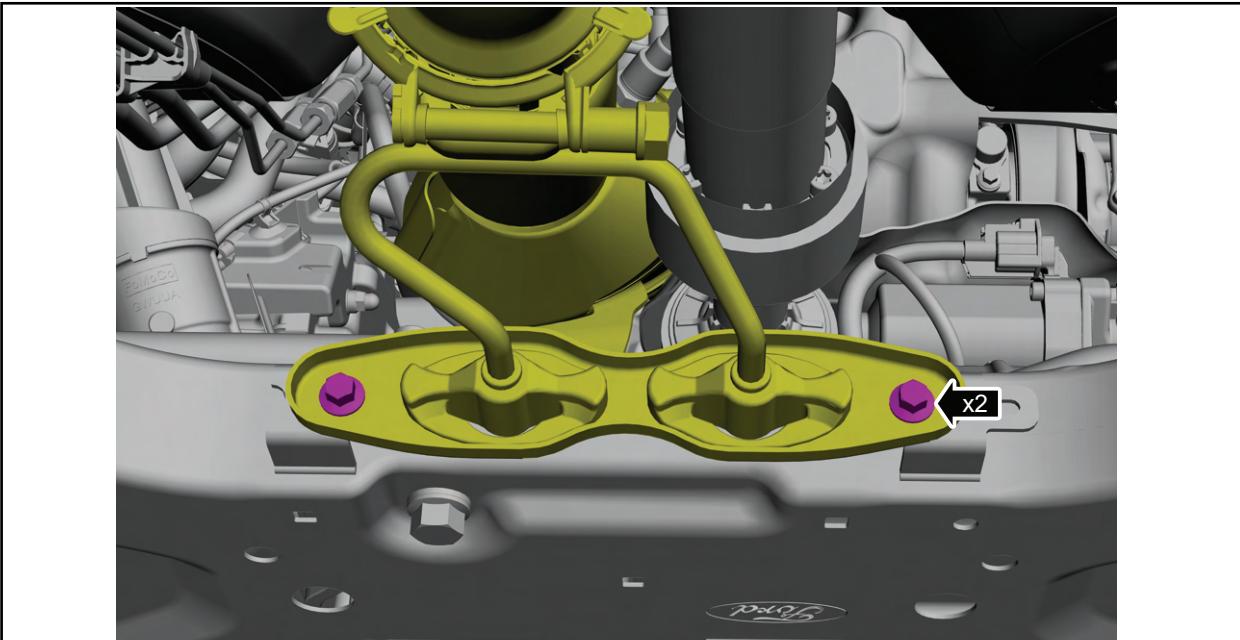
NOTICE: Do not excessively bend or twist the exhaust flexible pipe. Failure to follow these instructions may cause damage to the exhaust flexible pipe.

29. Support the exhaust flexible pipe.



30. Remove the bolts and position aside the exhaust pipe hanger assembly.

- Torque: 18 lb.ft (25 Nm).



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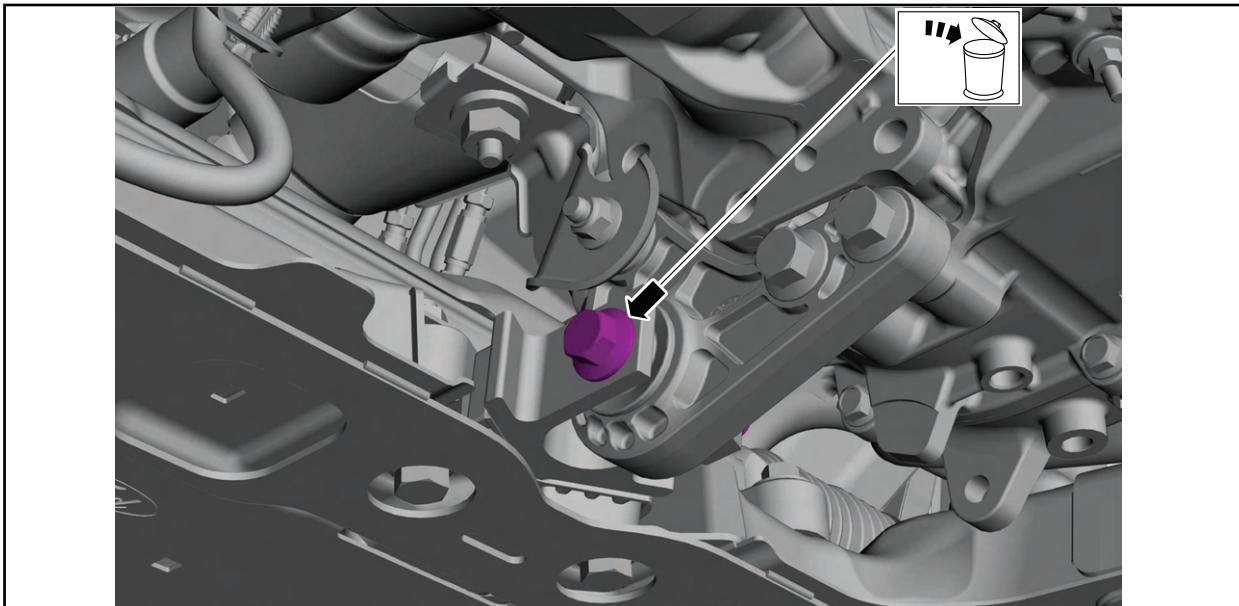
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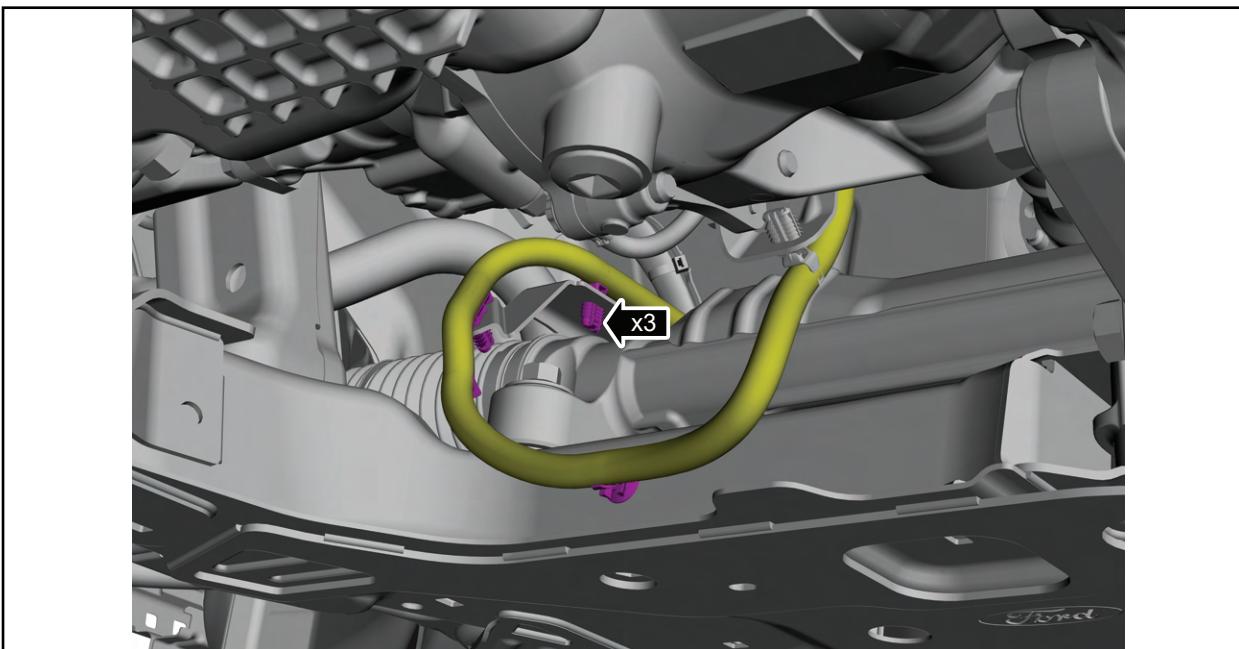
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31. Remove and discard the engine roll restrictor bolt.

- Torque: 129 lb.ft (175 Nm).



32. Detach the retainers and position aside the EPAS wiring harness.



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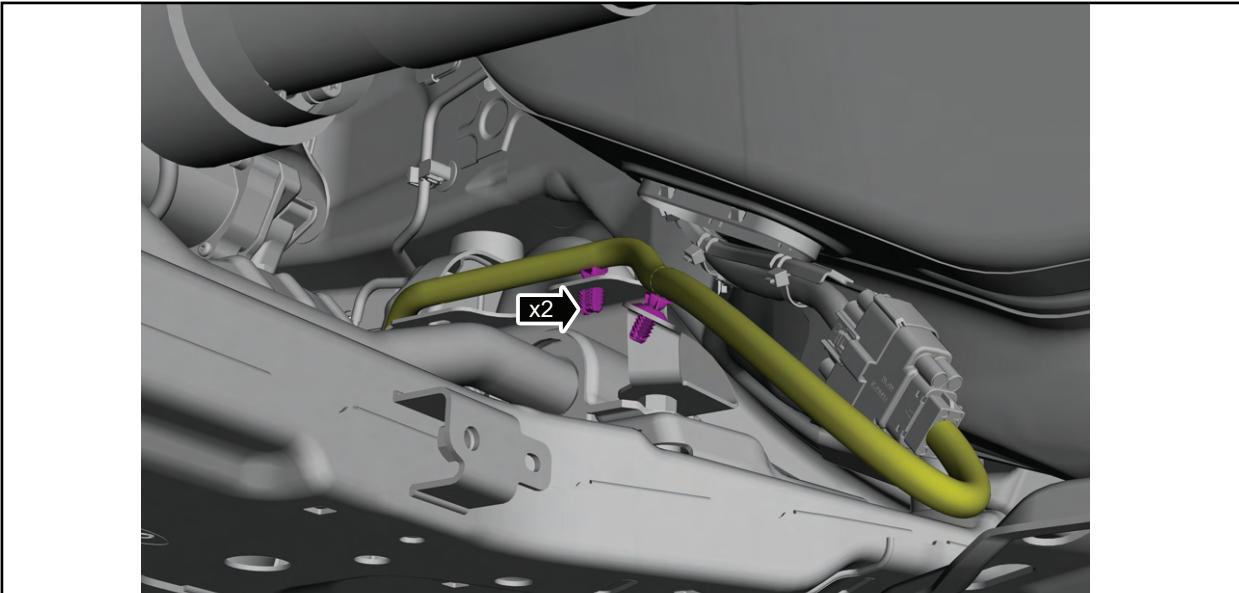
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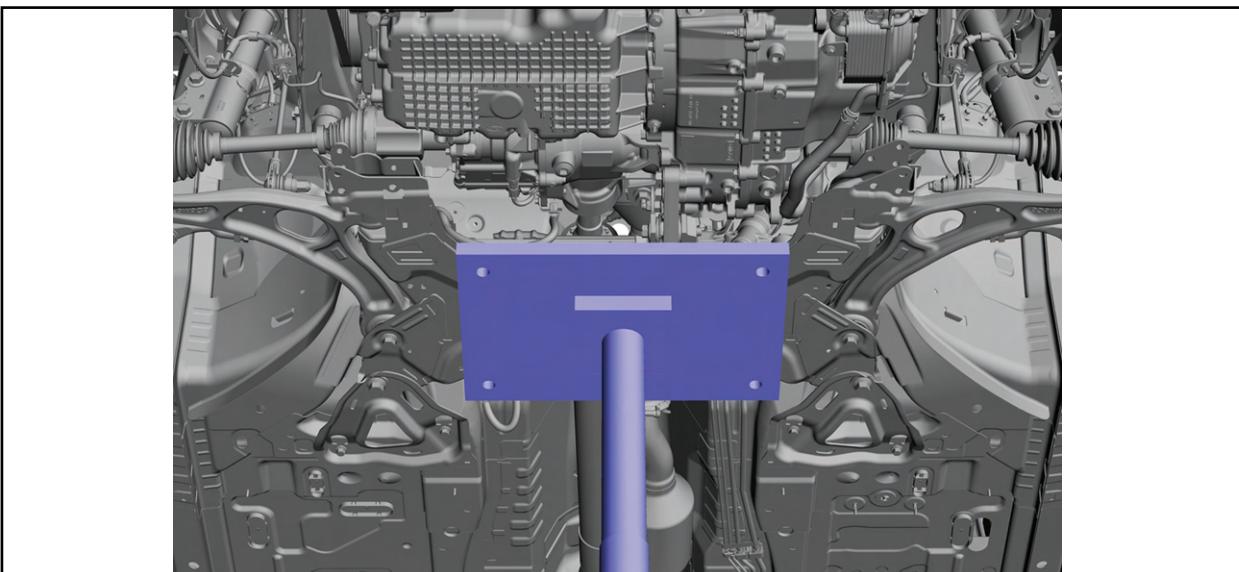
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33. Unclip the wire harness retainers.



34. Position a transmission jack under the front subframe.

- Use the General Equipment: Transmission Jack.



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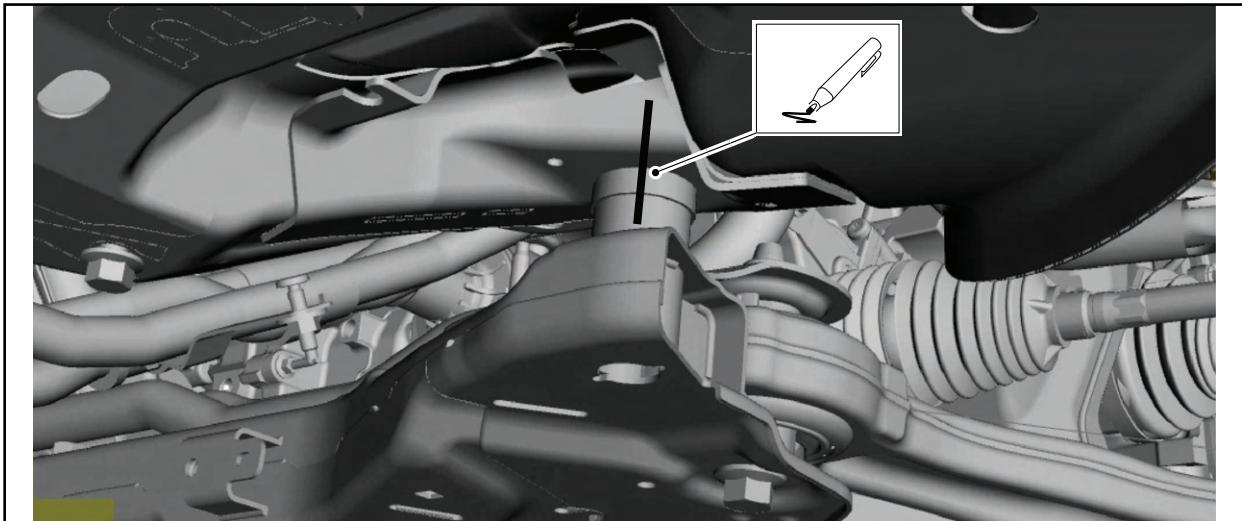
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NOTE: Index mark the subframe positioning for reference during the installation procedure.

NOTE: Rear mounting location shown.

35. On both sides, index-mark the subframe to the body.



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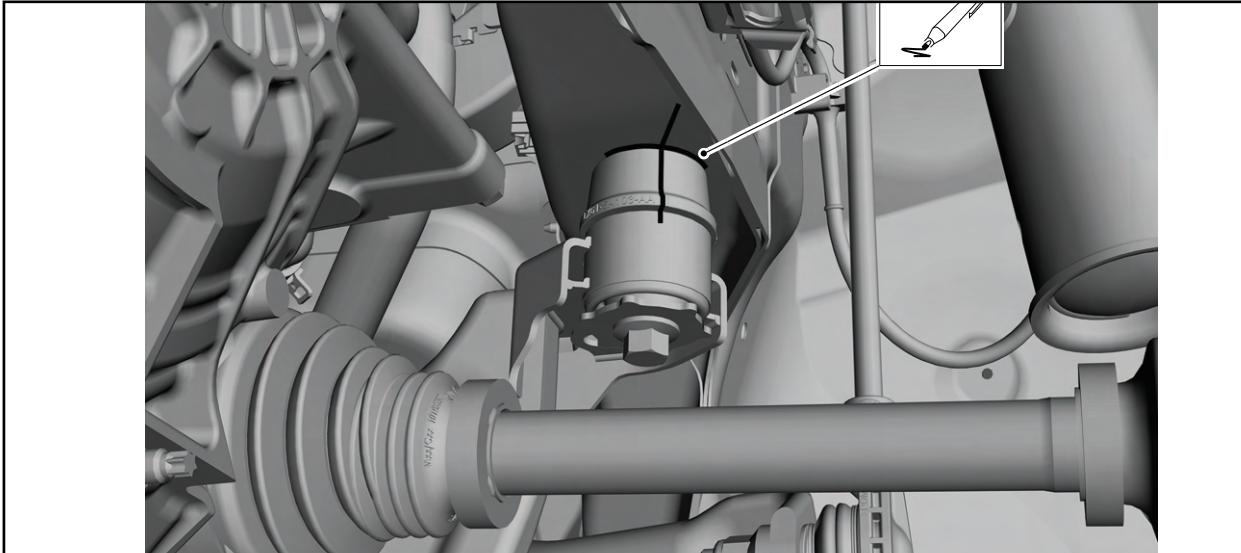
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NOTE: Index mark the subframe positioning for reference during the installation procedure.

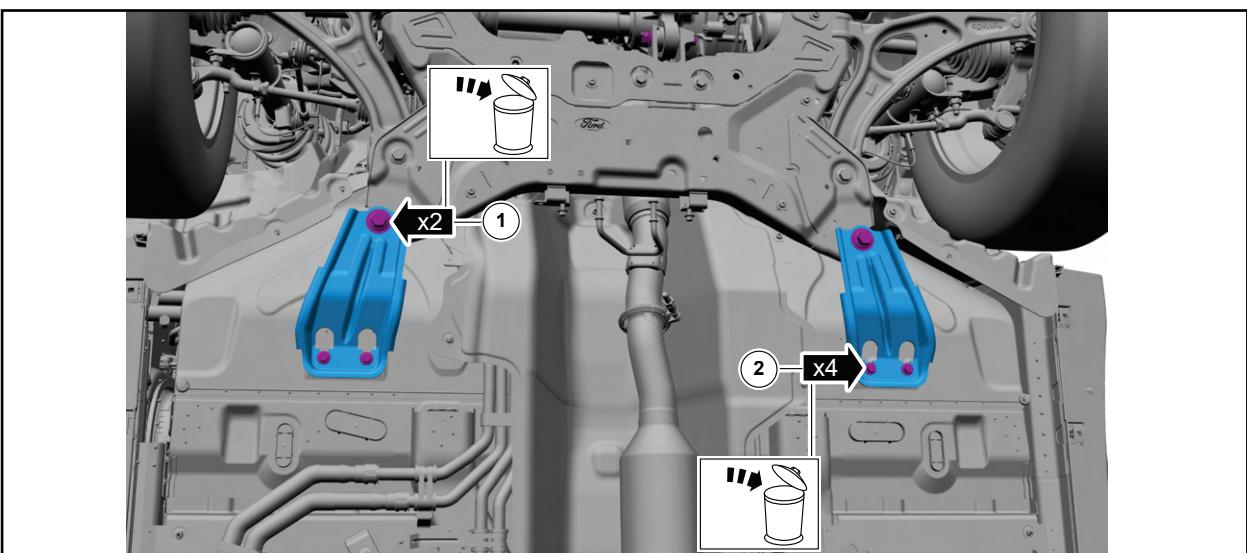
NOTE: Front mounting location shown.

36. On both sides, index-mark the subframe to the body.



37. Remove the subframe brackets.

1. Remove and discard the rearward subframe bolts.
2. Remove and discard the bolt.



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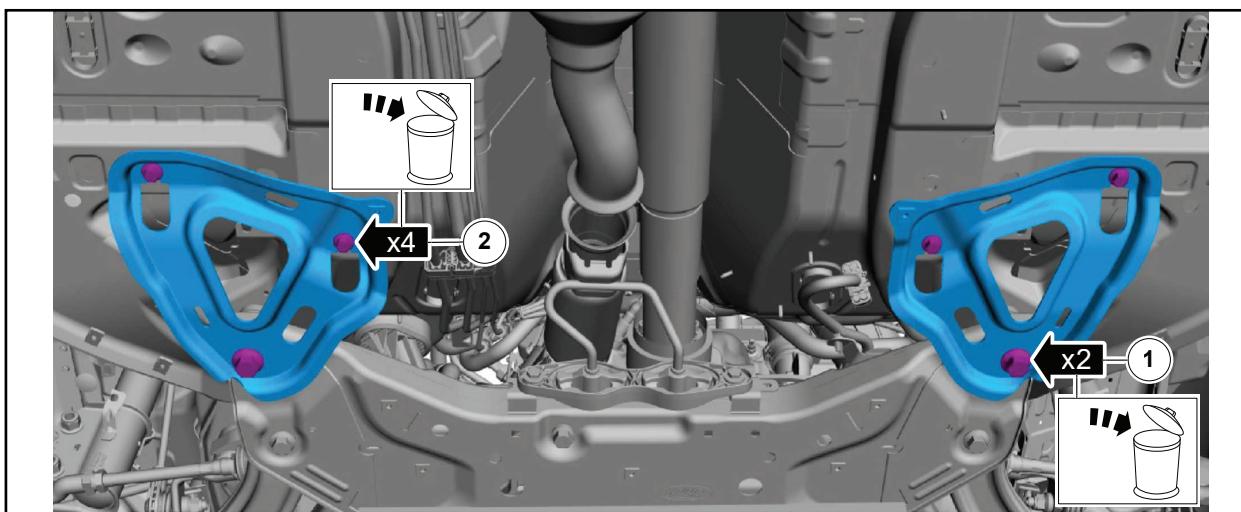
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38. Remove the subframe brackets.

1. Remove and discard the rearward subframe bolts.
2. Remove and discard the bolt.





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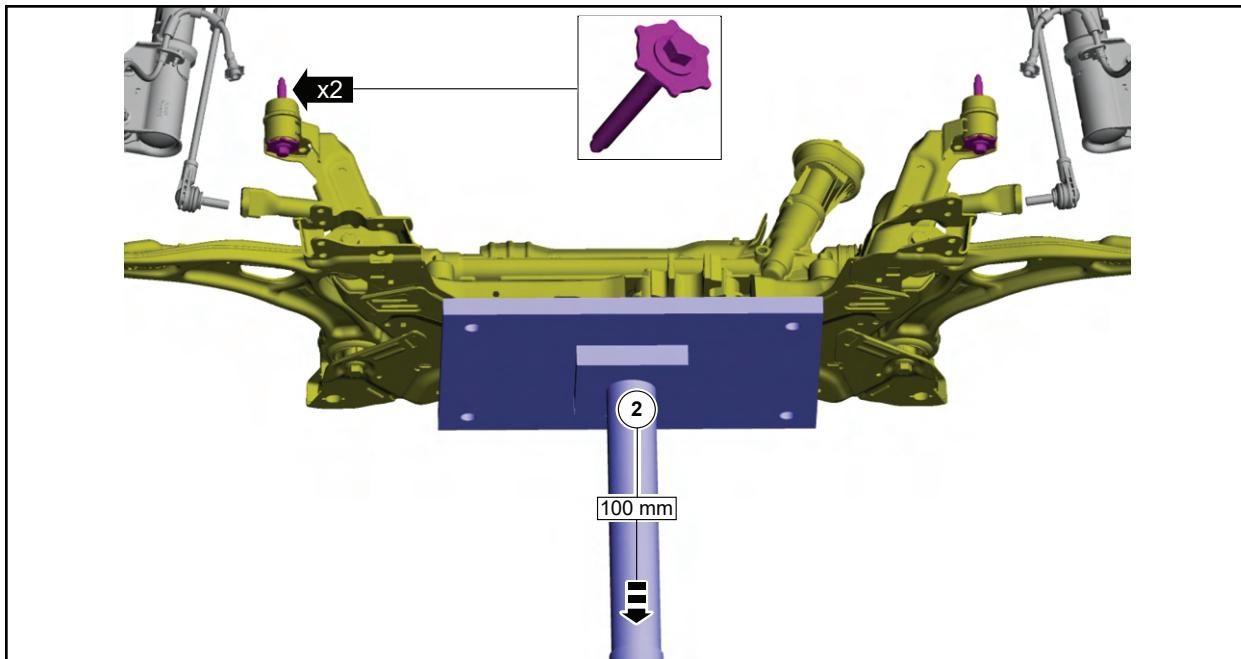
39. Lower the front subframe assembly from the vehicle

1. Remove the forward subframe bolts.

- Torque: 85 lb.ft (115 Nm).

2. Lower the front subframe assembly from the vehicle.

- Dimension: 4 in (100 mm).



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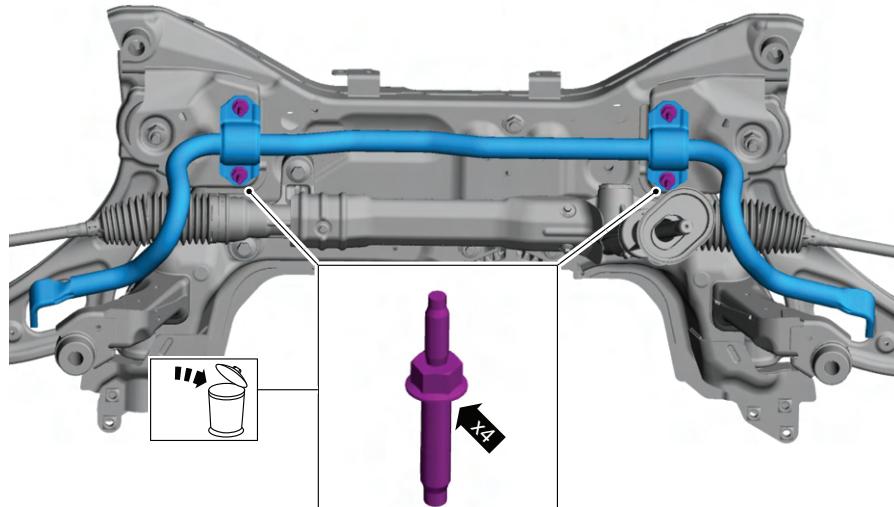
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40. Remove and discard the stabilizer bar bracket bolts and the stabilizer bar.

- Torque: 46 lb.ft (63 Nm).



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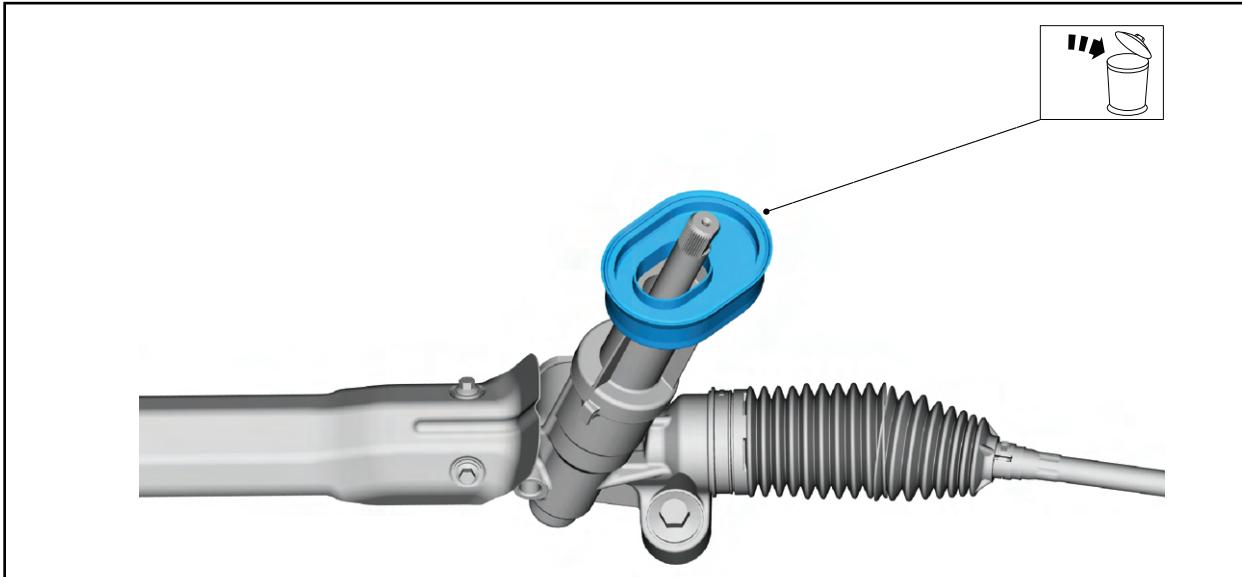
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NOTICE: The steering column floor seal is a one time use seal and must be replaced anytime that the front subframe is lowered or separated from the vehicle.

NOTE: Note the position of the component before removal.

41. Remove and discard the steering column floor seal.



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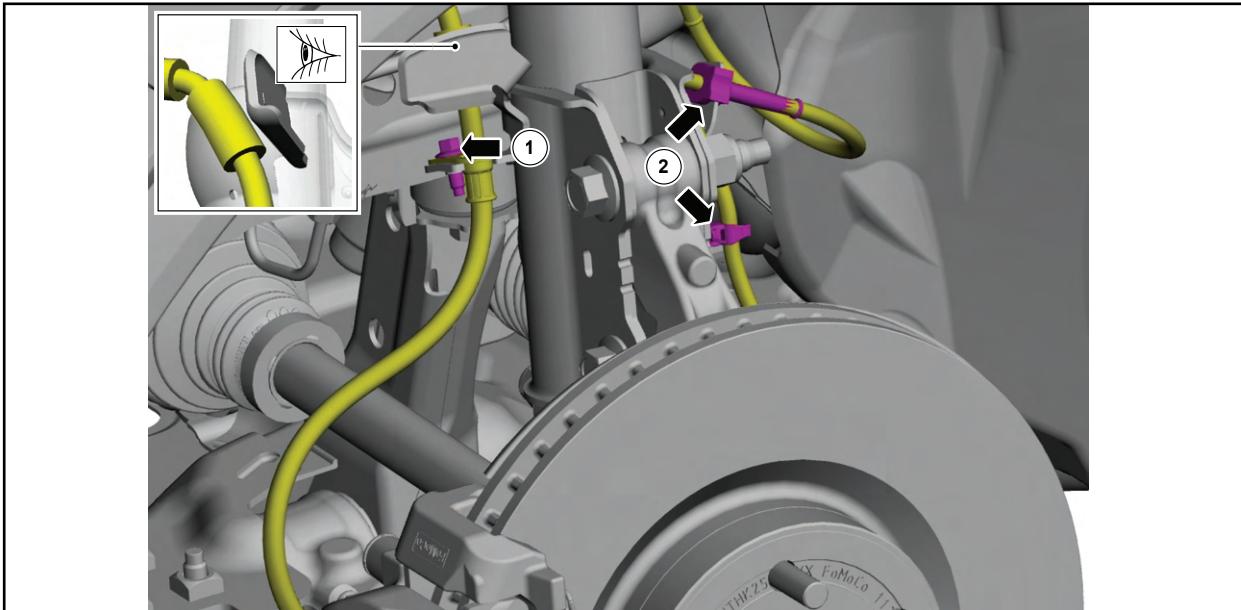
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42. Perform the following steps:

1. Remove the bolt and position aside the brake hose.
2. Unclip the 2 wire retainers and position aside the wheel speed sensor wiring harness.



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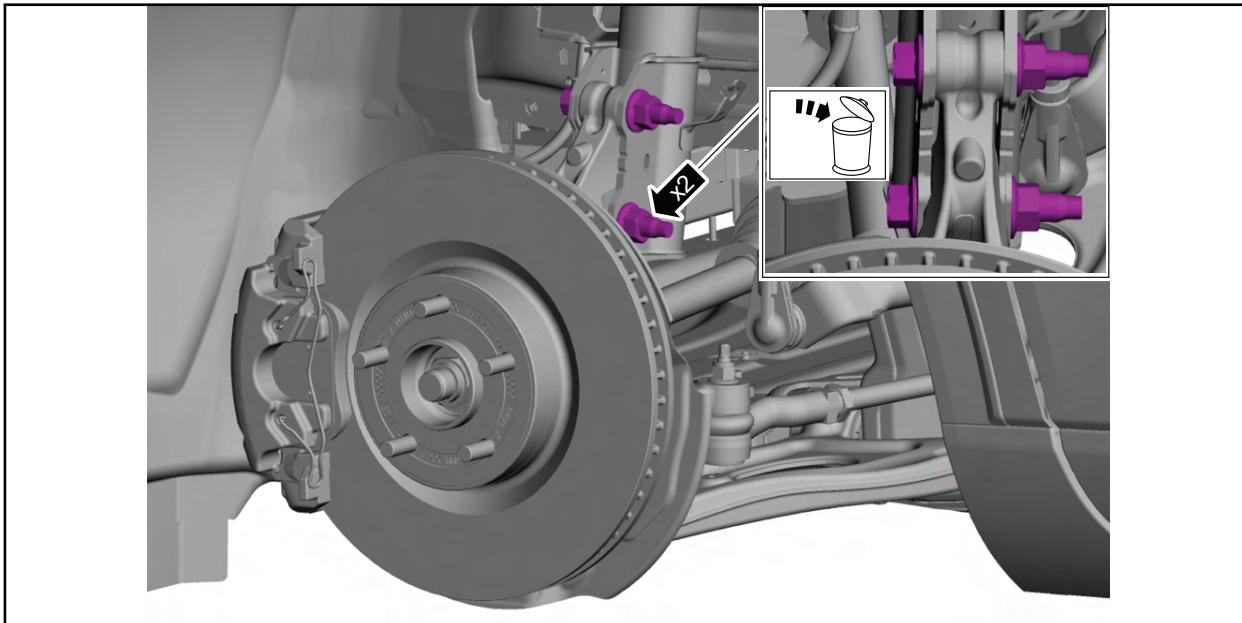
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43. Remove and discard the 2 front strut and spring assembly-to-wheel knuckle bolts and nuts.





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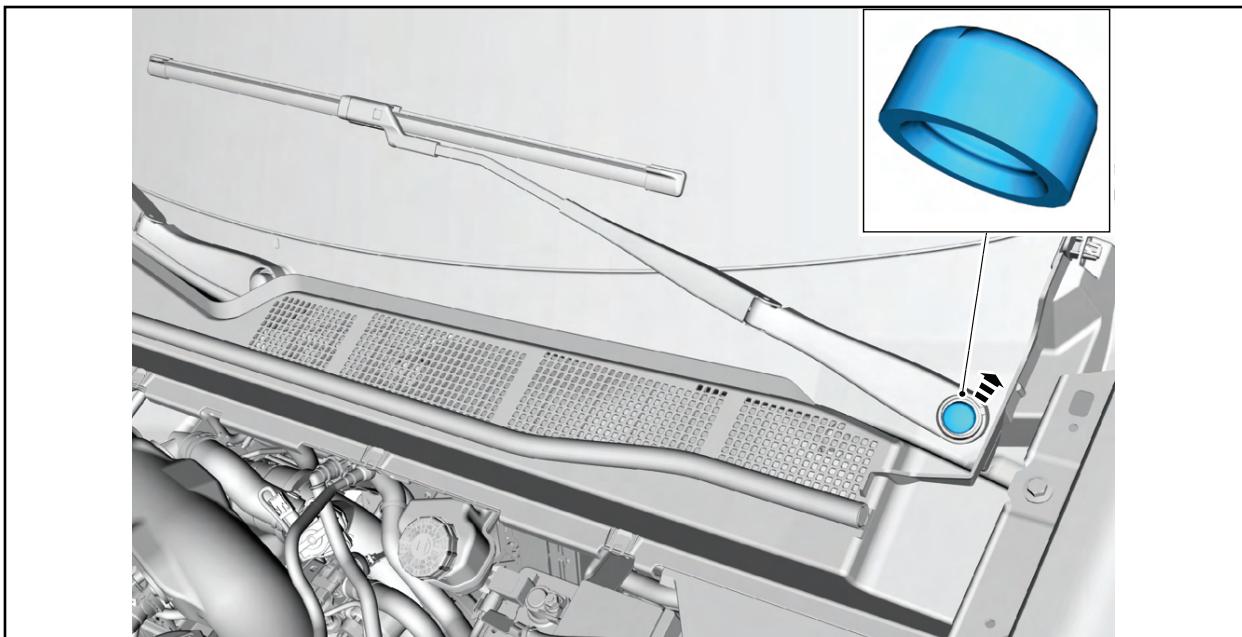
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NOTE: LH (left-hand) side shown, RH (right-hand) side similar.

NOTE: Hood is removed for clarity.

44. Remove the windshield wiper pivot arm nut cover.



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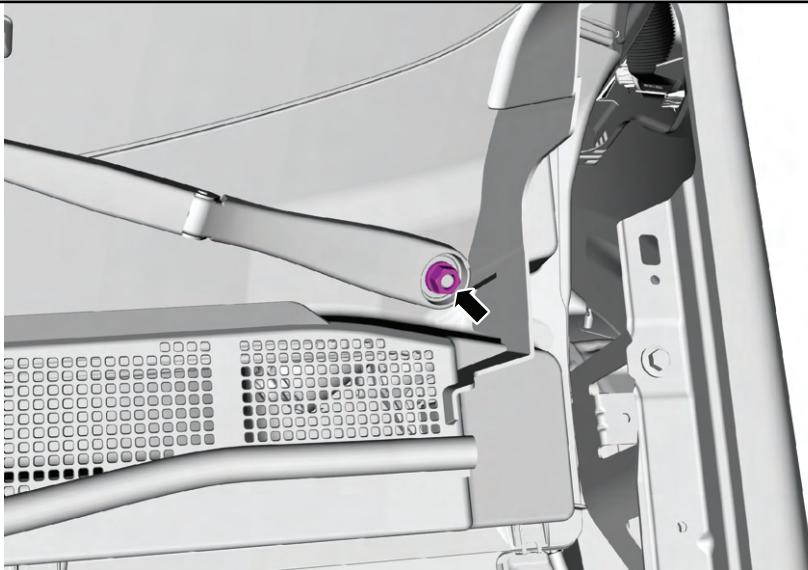
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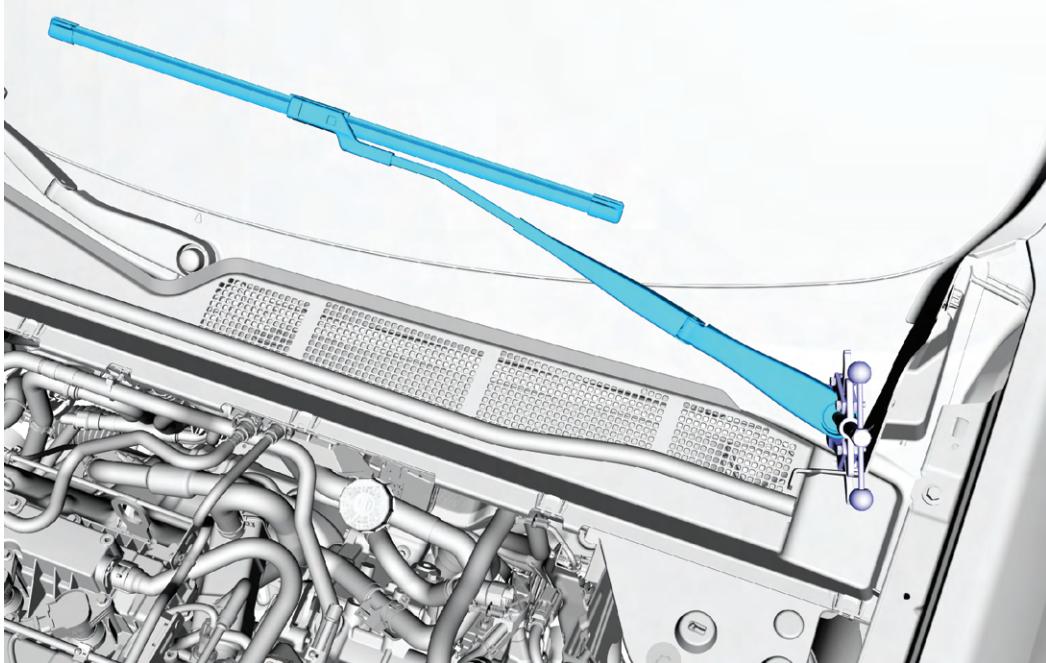
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45. Remove the windshield wiper pivot arm nut.



46. Remove the windshield wiper pivot arm.

- Use the General Equipment: Two Leg Puller.



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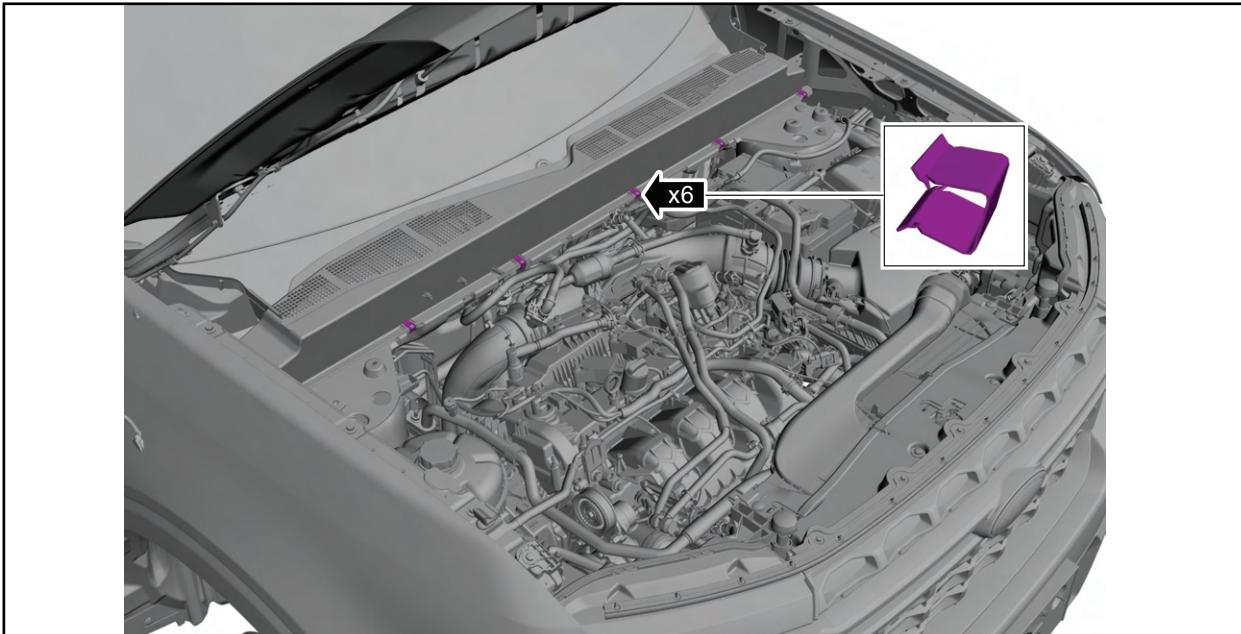
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47. Remove the clips.



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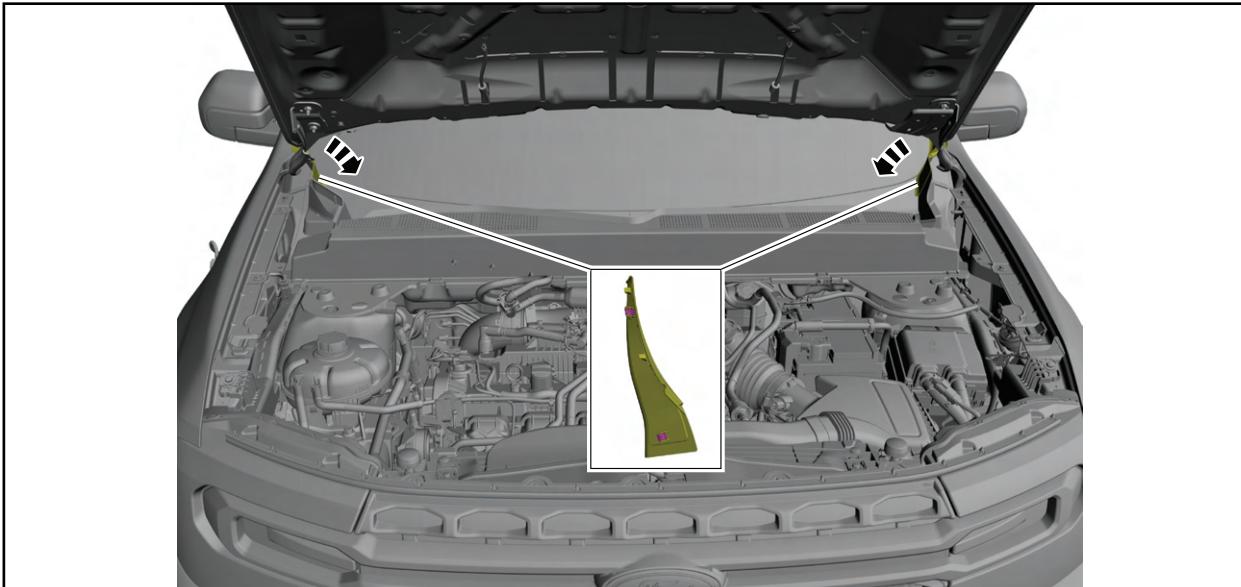
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48. Pull outward to release the locking clips and position the upper portion of the cowl panel grille away from the A-pillar.



49. Pull upward and remove the cowl panel grille.



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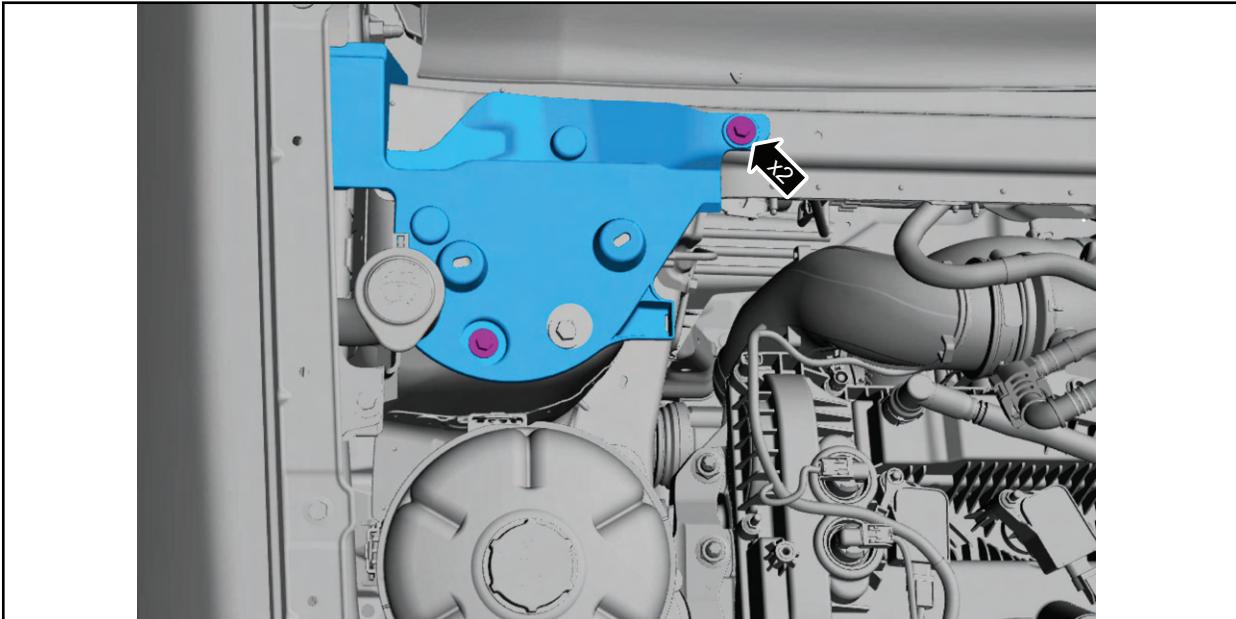
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50. Remove cowl panel grille support bracket retainers and remove the bracket.





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51. Remove the front strut and spring assembly.

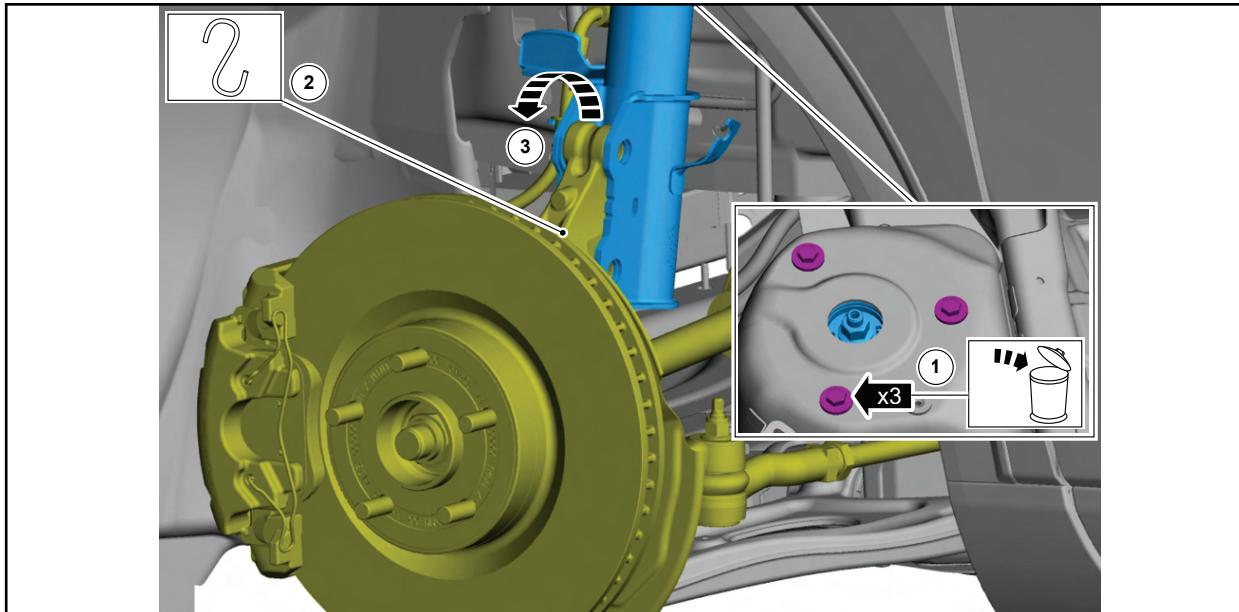
1. Remove and discard the 3 top front strut and spring assembly mounting bolts.

NOTICE: Make sure that no load is placed on the brake hose.

NOTICE: Never allow the knuckle to hang from the upper and lower control arms or damage to the ball joints can occur.

NOTE: Take care not to damage coating on suspension components.

2. Support the wheel knuckle assembly using mechanic's wire.
3. Remove the front strut and spring assembly.



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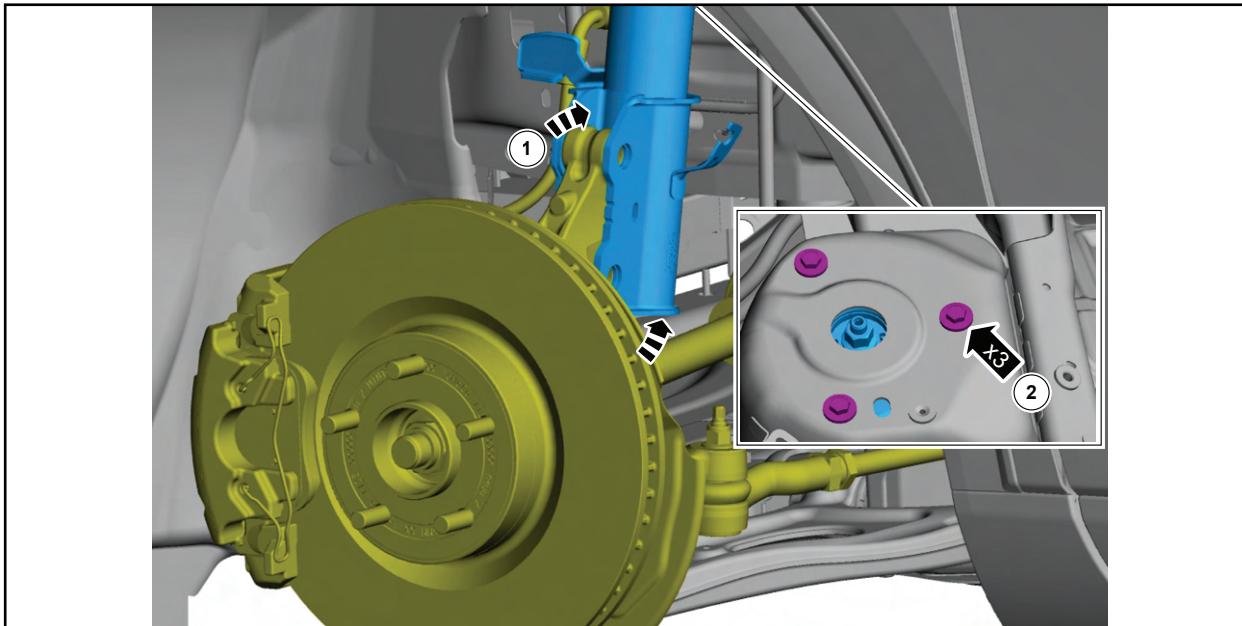
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52. Install the *new* front strut and spring assembly.

1. Position the *new* front strut and spring assembly into the wheel knuckle.
2. Install the *new* front strut and spring assembly upper bolts.

• Torque: 22 lb.ft (30 Nm).



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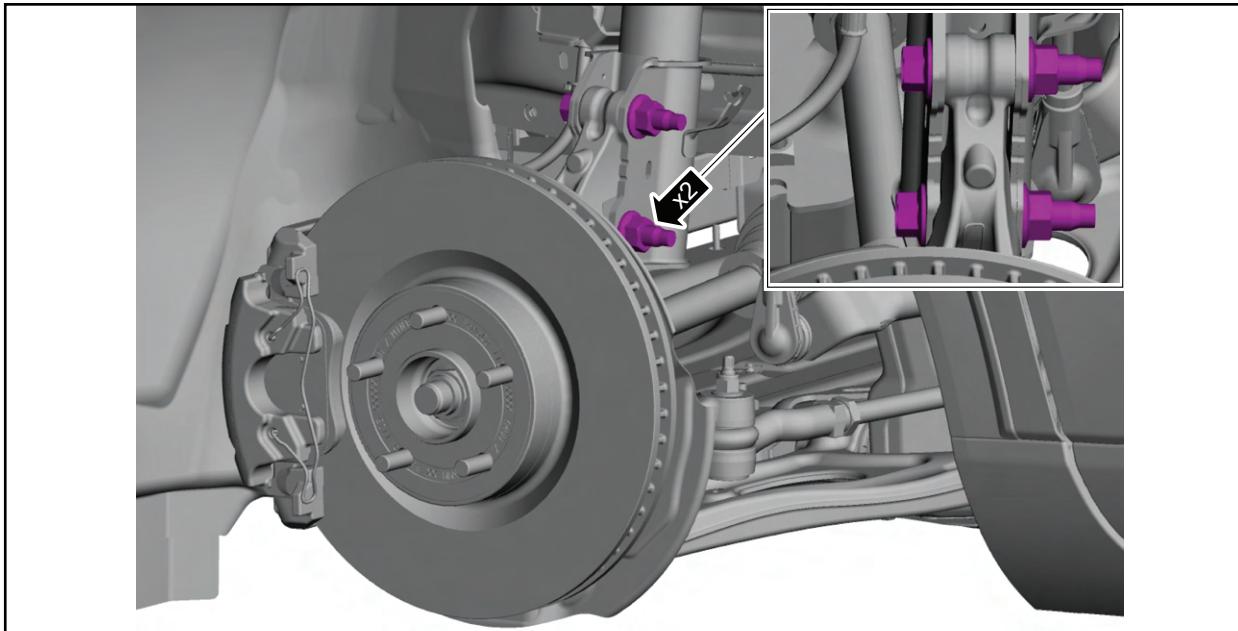
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53. Install the *new* front strut and spring assembly-to-wheel knuckle bolts and nuts.

- Torque: Stage 1: 103 lb.ft (140 Nm).
Stage 2: 120°.



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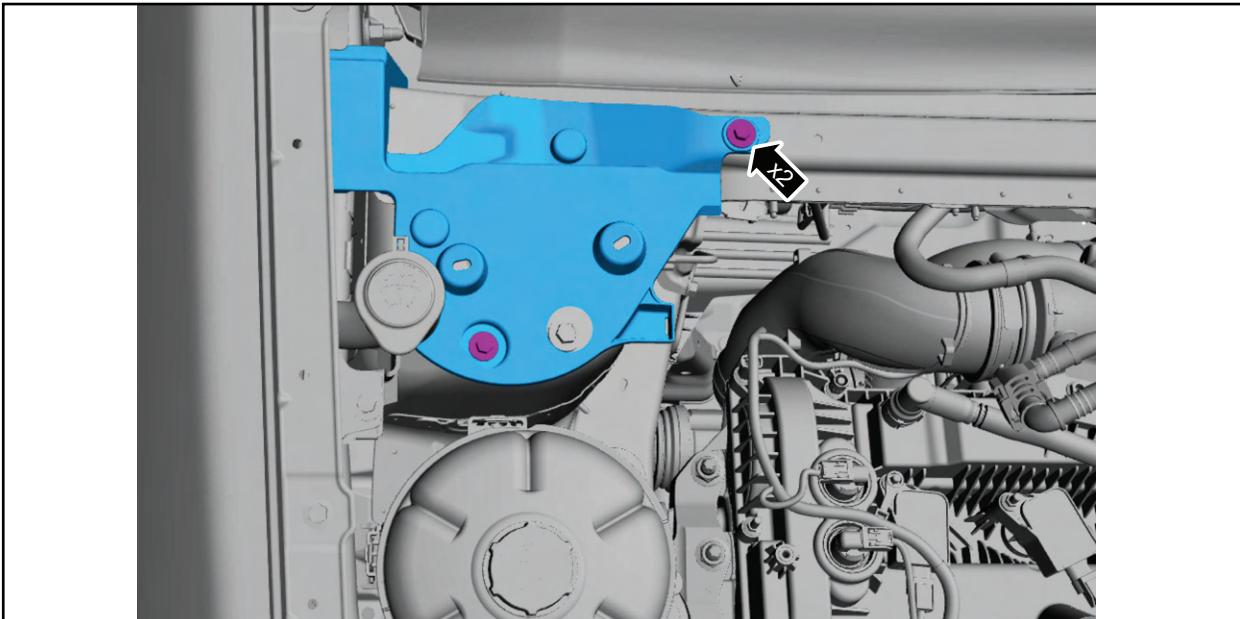
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54. Install the cowl panel grille support bracket and retainers.

- Torque: 13 lb.in (1.5 Nm).



55. To install the cowl panel grille, reverse the removal procedure.

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56. Verify the windshield wiper motor is in the PARK position.

1. Turn the ignition ON.
2. Pull the switch down to cycle the windshield wiper motor.
3. Turn the ignition OFF.



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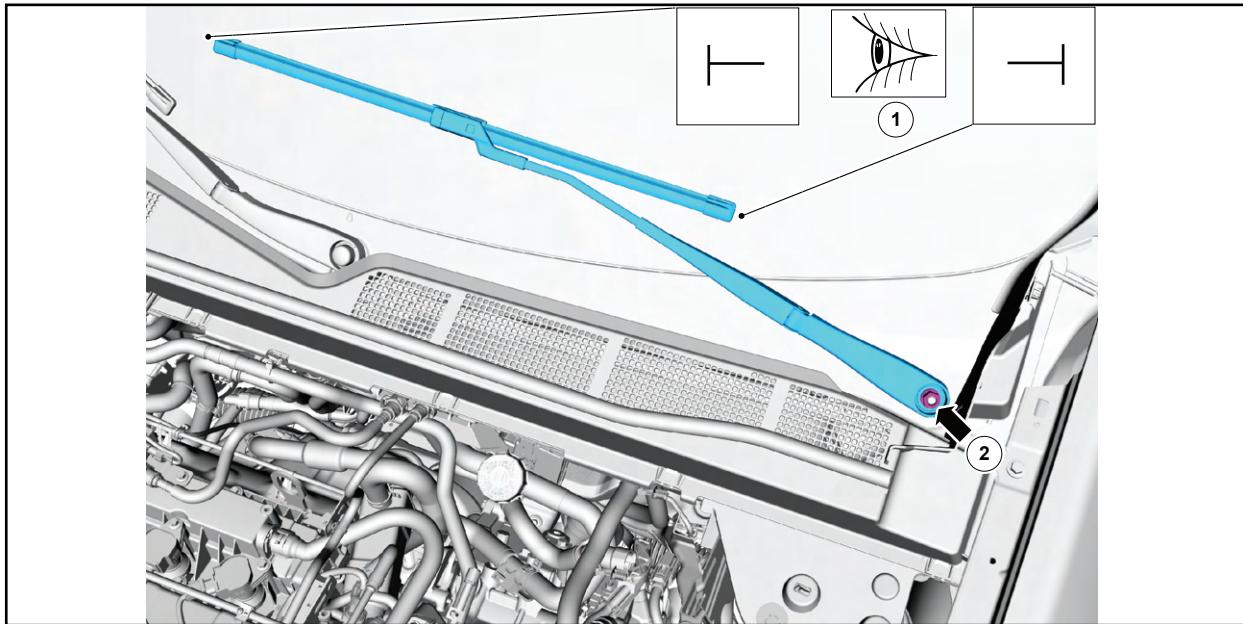
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57. Position the wiper pivot arm.

1. Align the wiper blade with the marks on the windshield.
2. Install the wiper pivot arm nut.
 - Torque: 18 lb.ft (25 Nm).



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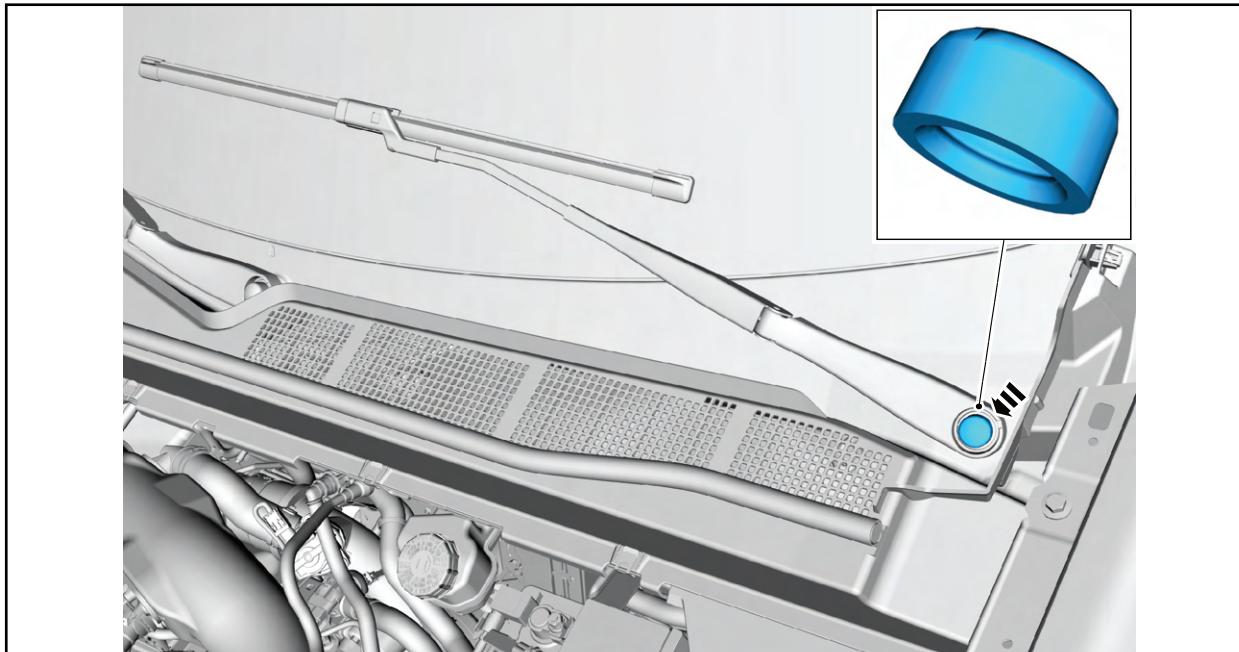
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58. Install the windshield wiper pivot arm nut cover.



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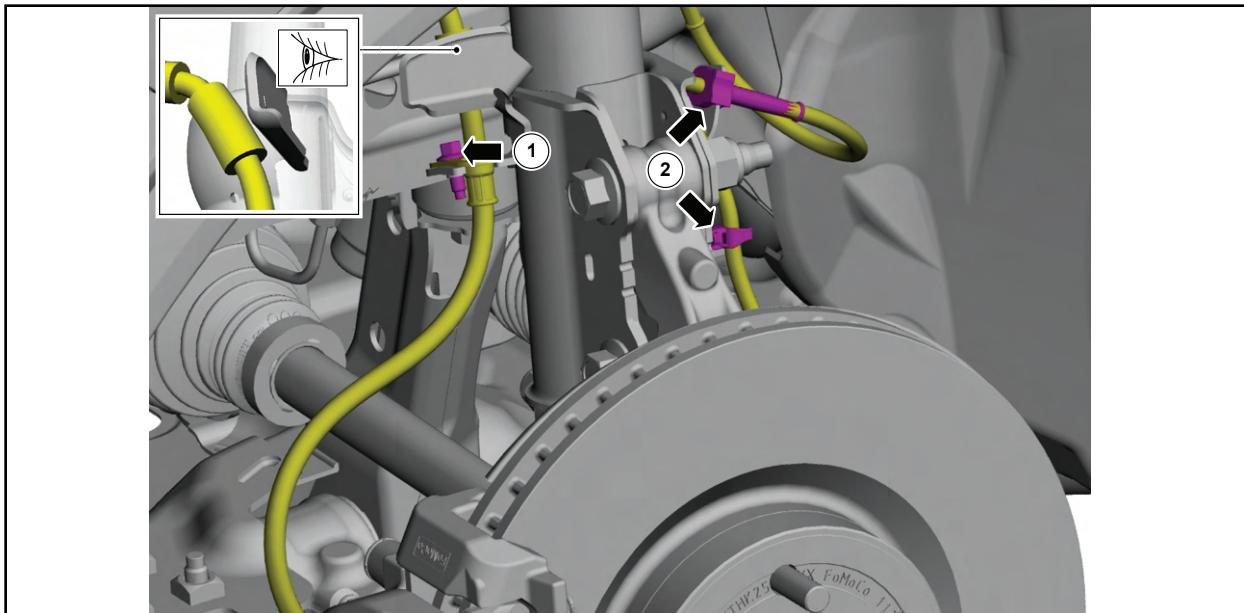
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59. Position back and install the following components.

1. Position the brake hose and install the bolt.

- Torque: 97 lb.in (11 Nm).

2. Position the wheel speed sensor wiring harness and clip the 2 wire retainers.



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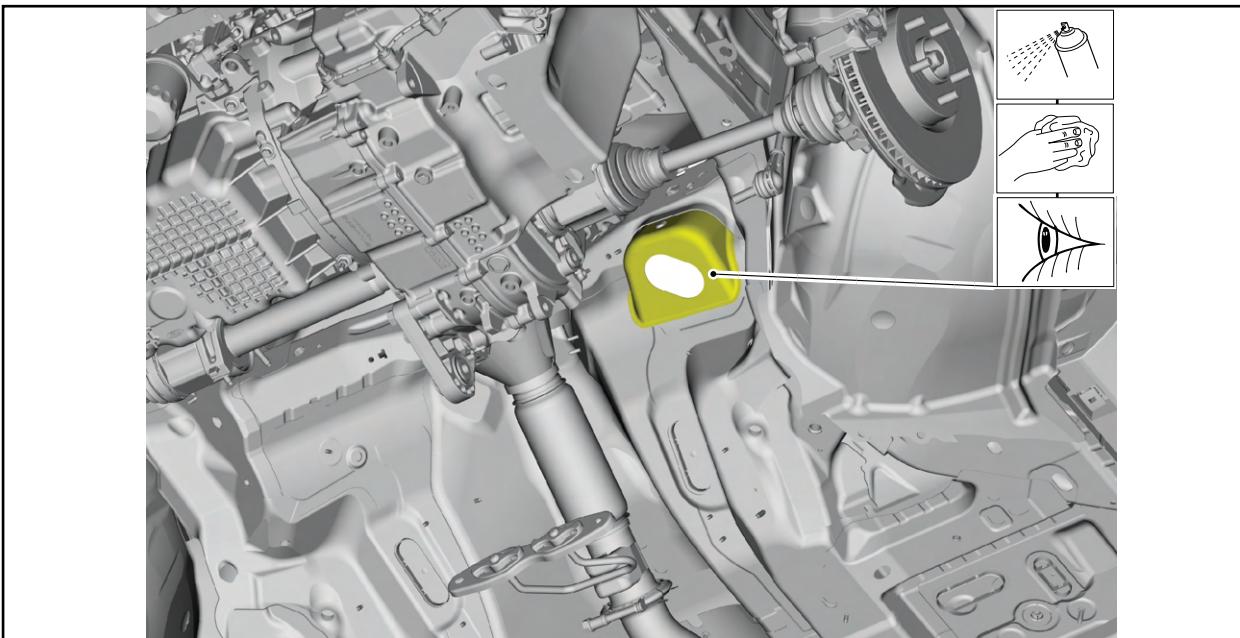
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NOTE: The steering column floor seal mounting surface must be cleaned using solvent before re-installation.

60. Clean and inspect the steering column floor seal mounting surface before re-installation.

- Material: Motorcraft® Brake Parts Cleaner - VOC Compliant / PM-4-A, PM-4-B.



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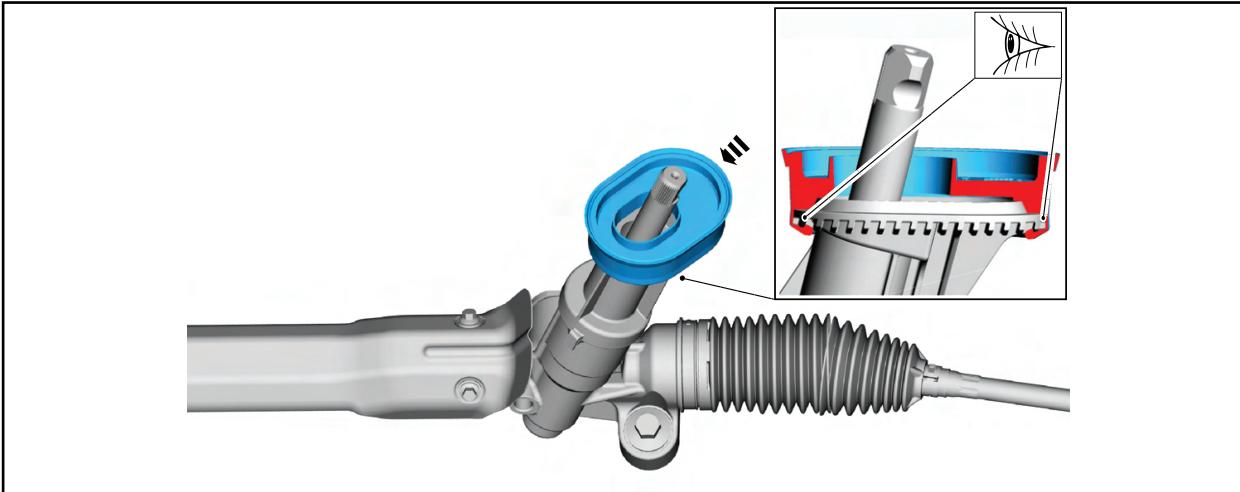
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NOTE: Make sure that the floor seal lip is fully wrapped around the carrier on the steering gear.

61. Install the *new* steering column floor seal.



62. To install the front sway bar, reverse the removal procedure.

63. To install the front sway bar links, reverse the removal procedure.

64. Install the front wheels and tires.

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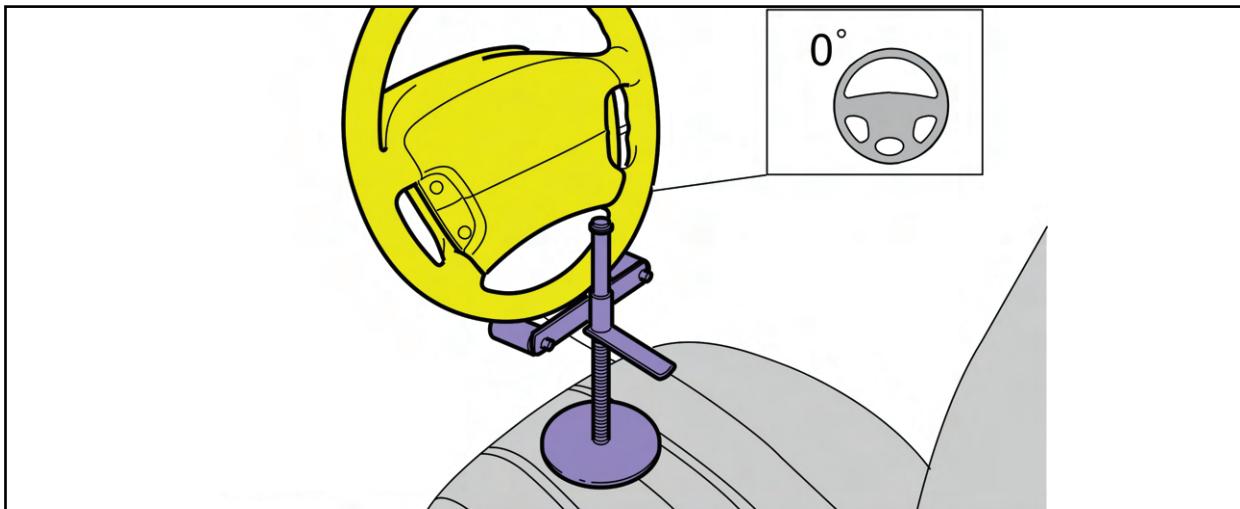
65. Check and if necessary adjust the front toe:

NOTE: Make sure that the vehicle is standing on a level surface.

NOTE: Before carrying out a toe adjustment, check the tires for the correct pressure. Inspect the tires for incorrect wear or damage. Inspect the suspension for wear or damage.

66. Using alignment equipment and the manufacturer's instructions, measure the front toe.

67. Steering wheel in straight ahead position.



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68. Using alignment equipment and the manufacturer's instructions, check the front toe setting on both sides.

- Use the General Equipment: Wheel Alignment System.

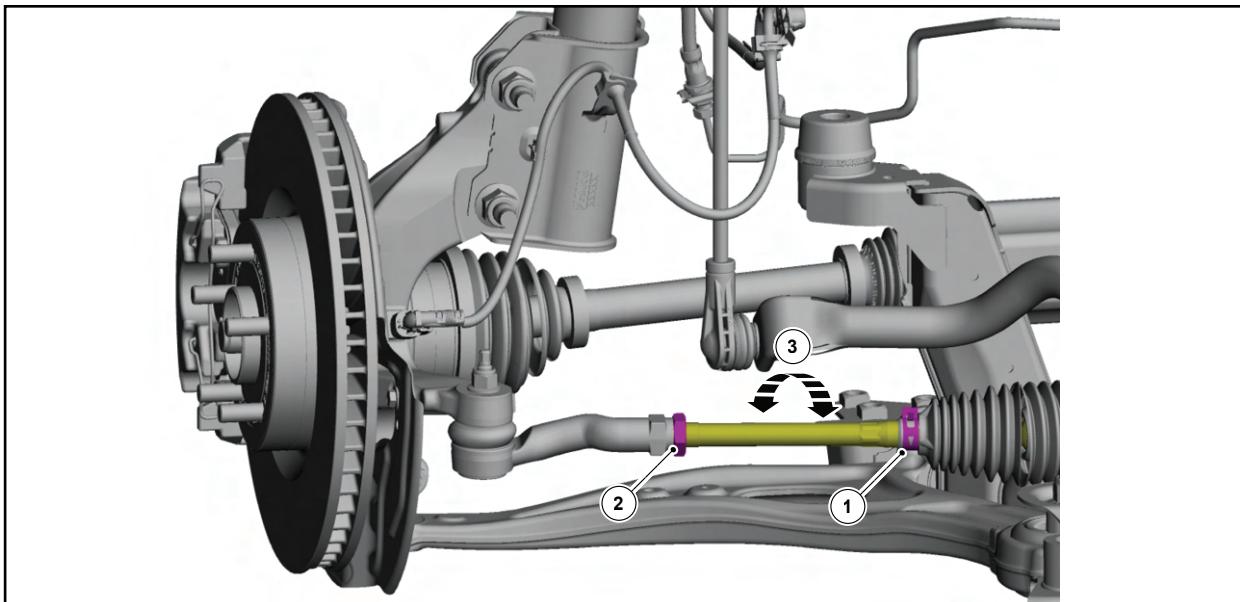
NOTICE: Hold the tie-rod end stationary with a wrench while loosening the nut or damage to the boot can occur.

69. On both sides;

1. Position aside the steering gear boot clamp.
2. Loosen the outer tie rod end jamb nut.

NOTE: Do not allow the steering gear bellows to twist when the inner tie rod is rotated.

3. Rotate the inner tie-rods an equal amount in either a clockwise or a counterclockwise direction to adjust the toe setting on both sides.



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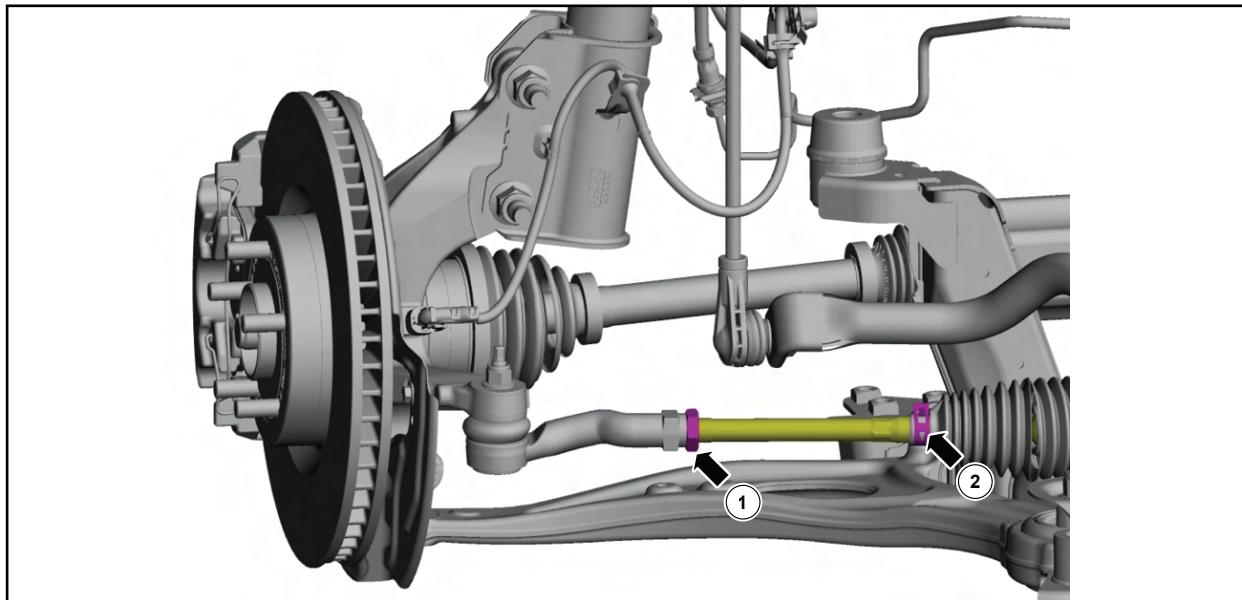
NOTE: Do not disturb the toe settings while tightening the nut(s).

70. On both sides;

1. Tighten the outer tie rod end jamb nut.

• Torque: 66 lb.ft (90 Nm).

2. Position the steering gear boot clamp.



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TREMOR REAR SUSPENSION KIT

Rear Spring and Shock Absorber Replacement

NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

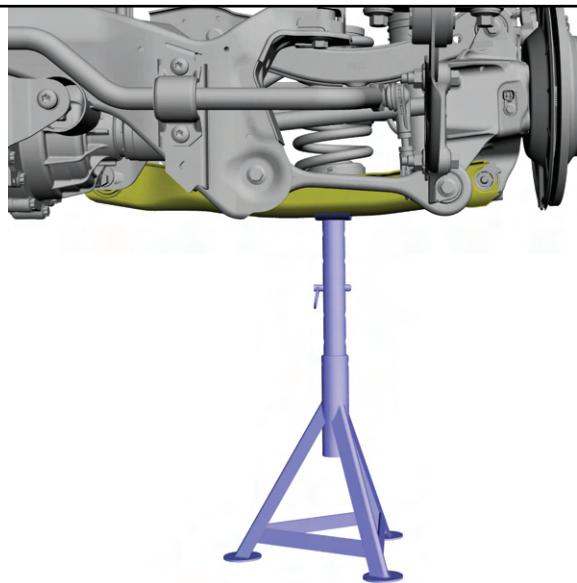
NOTICE: Do not attempt to jacking on the front control arm or rear control arm on any vehicle. Damage to control arms may occur.

NOTICE: Make sure that the insulator pads are correctly positioned to prevent direct contact with other components.

NOTE: Removal steps in this procedure may contain installation details.

71. Remove the rear wheels and tires.

72. Using a suitable jackstand, support the rear lower arm at curb height.



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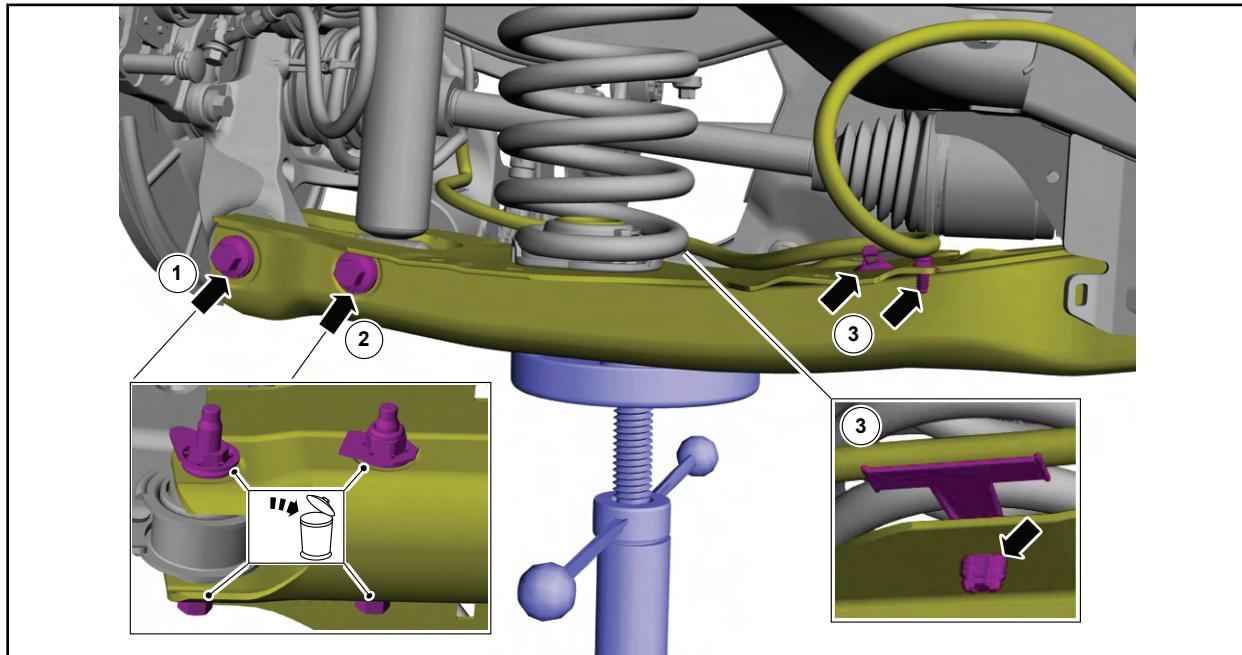
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NOTICE: Make sure that the insulator pads are correctly positioned to prevent direct contact with other components.

NOTE: Note the position of the components before removal.

73. Perform the following steps:

1. Remove and discard lower arm-to-wheel knuckle bolt and nut.
2. Remove and discard the rear shock absorber lower bolt and nut.
3. Unclip the rear wheel speed sensor wire harness retaining clips and position the harness aside.



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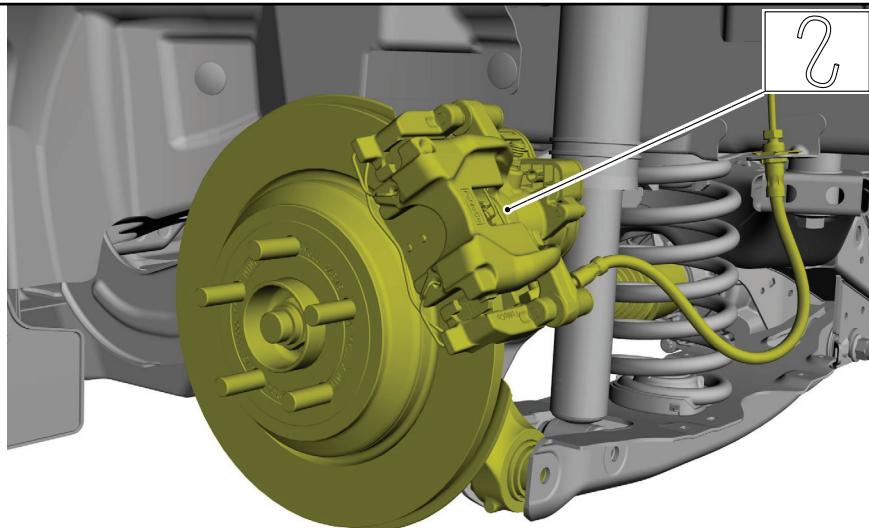
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NOTICE: Never allow the knuckle to hang from the upper and lower control arms or damage to the ball joints can occur.

NOTE: Take care not to damage coating on suspension components.

74. Support the wheel knuckle assembly using mechanic's wire.



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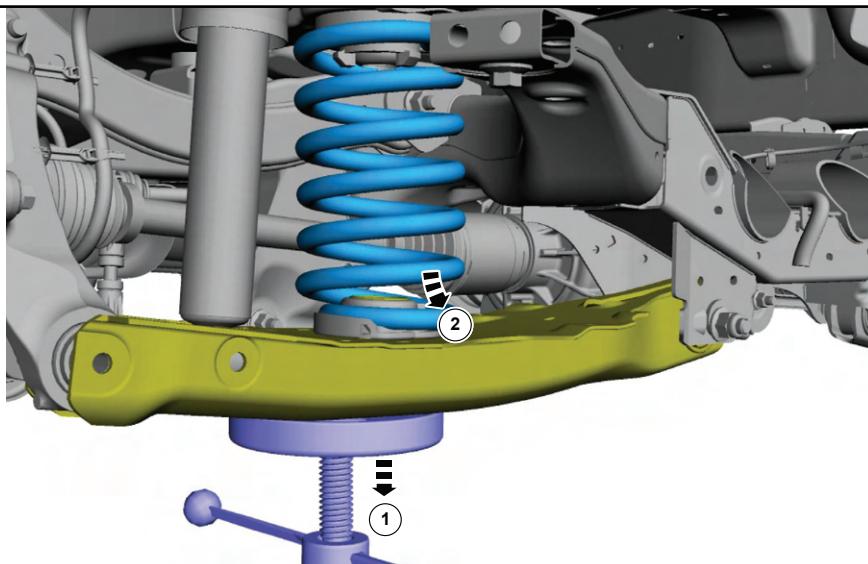
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NOTICE: Make sure that the insulator pads are correctly positioned to prevent direct contact with other components.

75. Remove the spring.

1. Lower the suspension to release the spring compression.
2. Remove the spring by lowering the lower arm and position aside.



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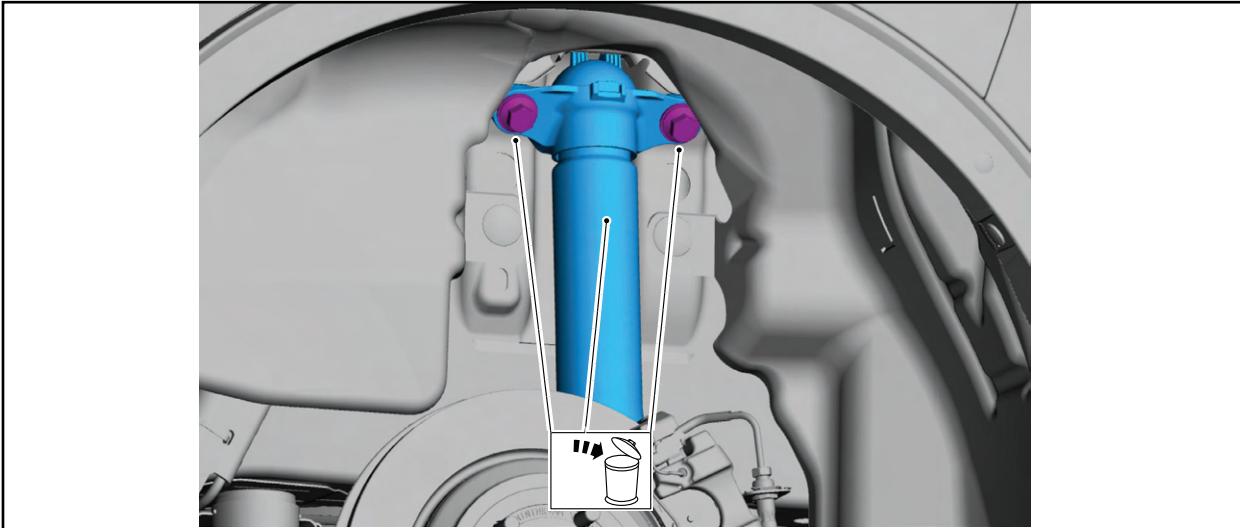
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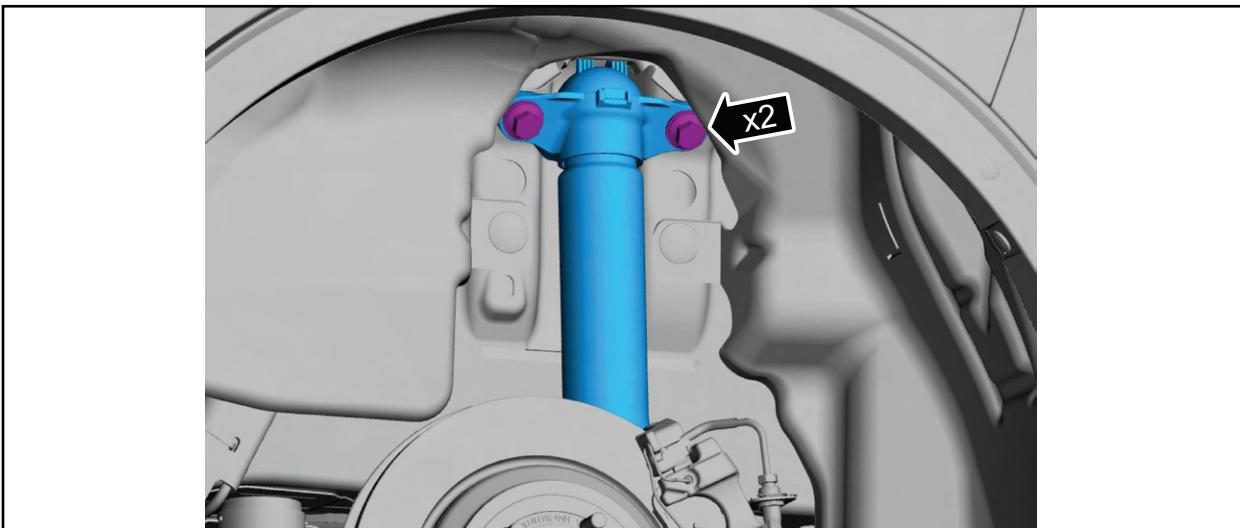
76. Remove and discard the rear shock absorber upper bolts and remove the rear shock absorber.



NOTICE: Tighten the suspension fasteners with the weight of the vehicle on the wheels and tires or use a suitable jack to raise the suspension to curb height or damage to the bushings may occur.

77. Install the *new* rear shock absorber and both upper bolts and position the lower shock back into the lower arm.

- Torque: 81 lb.ft (110 Nm).



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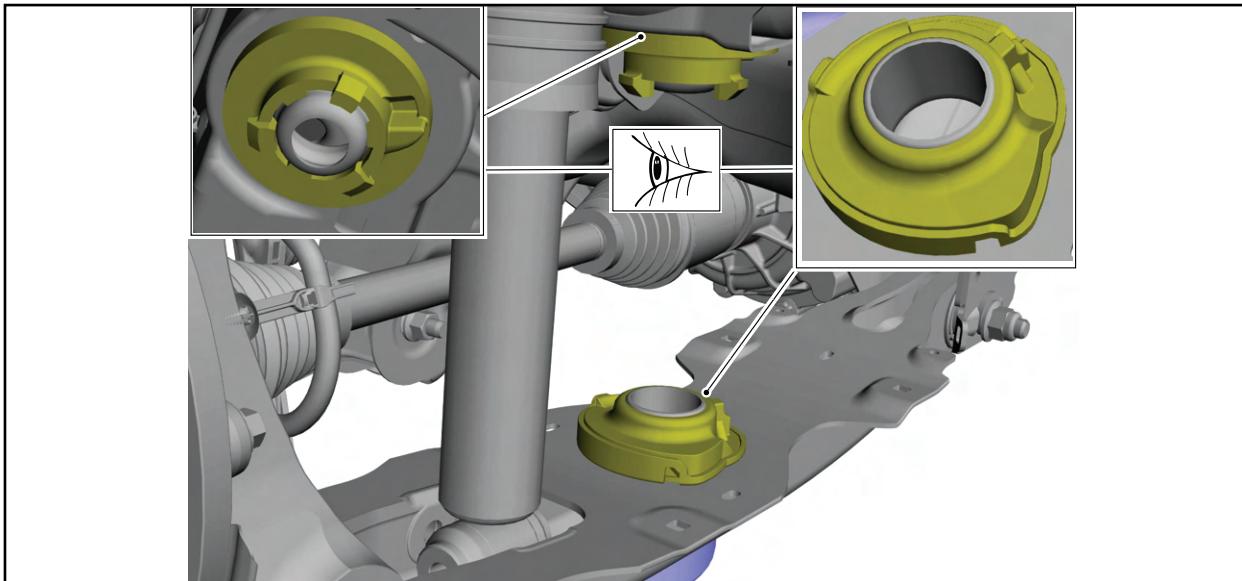
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78. Visually check the upper and lower spring seat for damage. Replace as necessary.



NOTICE: When installing a spring, use care not to damage the spring coating.

NOTICE: Take extra care not to damage the component.

NOTICE: Make sure that the spring coating is not damaged during assembly.

NOTICE: Do not attempt to jacking on the front control arm or rear control arm on any vehicle. Damage to control arms may occur.

NOTICE: Make sure that the insulator pads are correctly positioned to prevent direct contact with other components.

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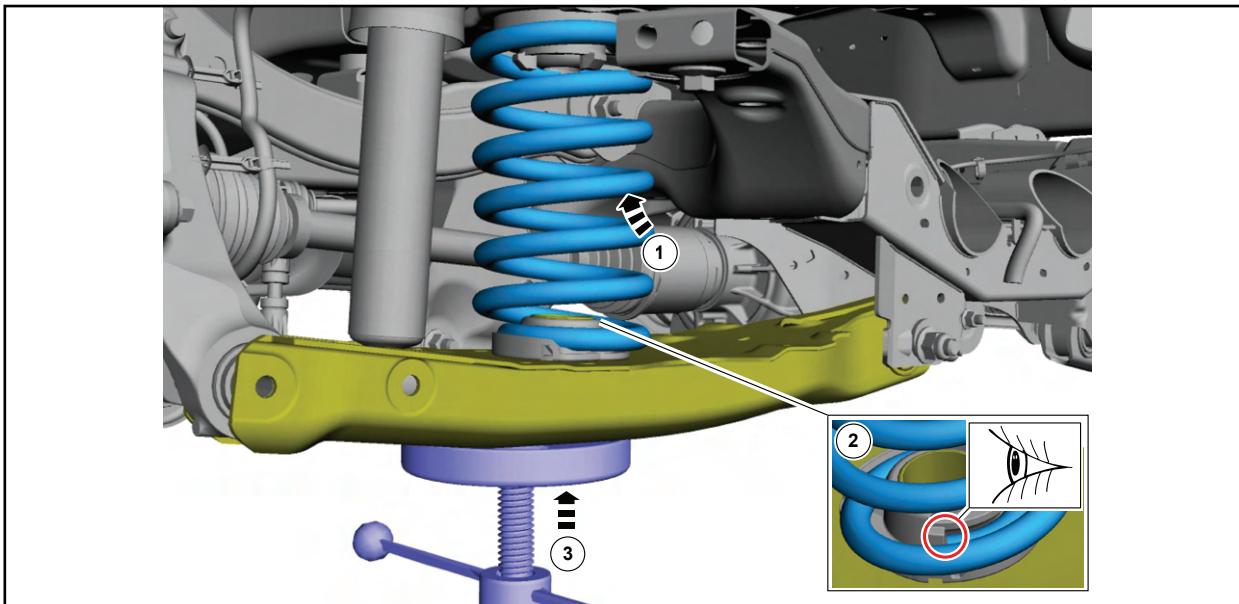
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NOTE: Hold the spring in place while installing the lower arm.

NOTE: Make sure that the spring is correctly located in the lower spring seat.

79. Raise the lower arm into position.

1. Install the spring into the upper and lower spring seat.
2. Visual check. Align the spring in the lower spring seat.
3. Position the jackstand under the lower arm and raise the lower arm into position.



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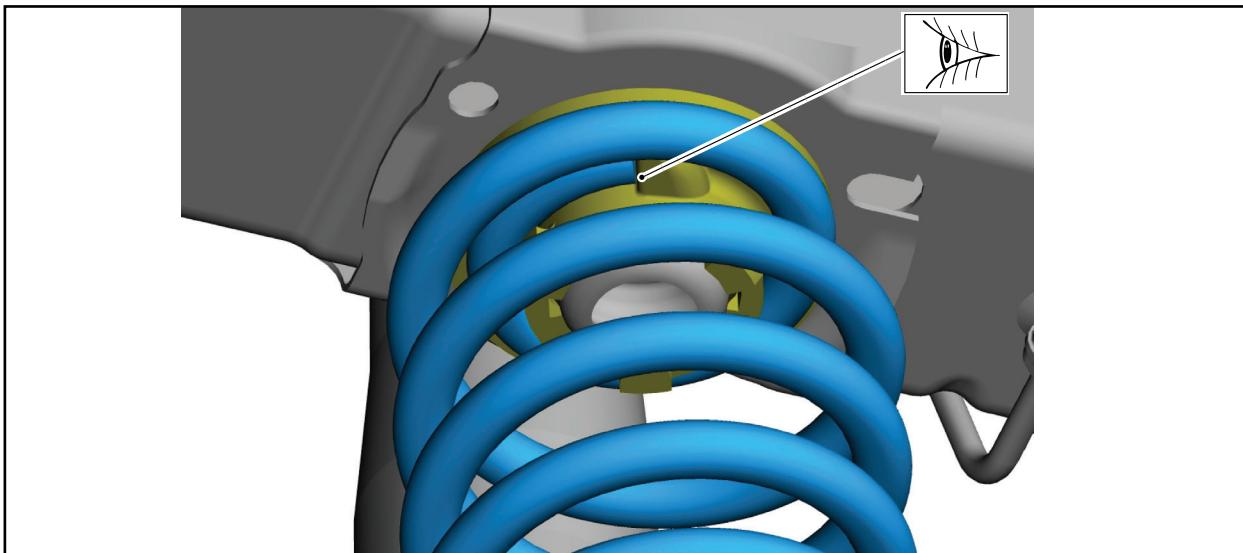
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NOTE: Make sure the spring is correctly located in the upper spring seat.

NOTE: The maximum clearance between the spring end and the spring pad stop is 0.12 in. (3 mm).

80. Visual check. Align the spring in the upper spring seat.



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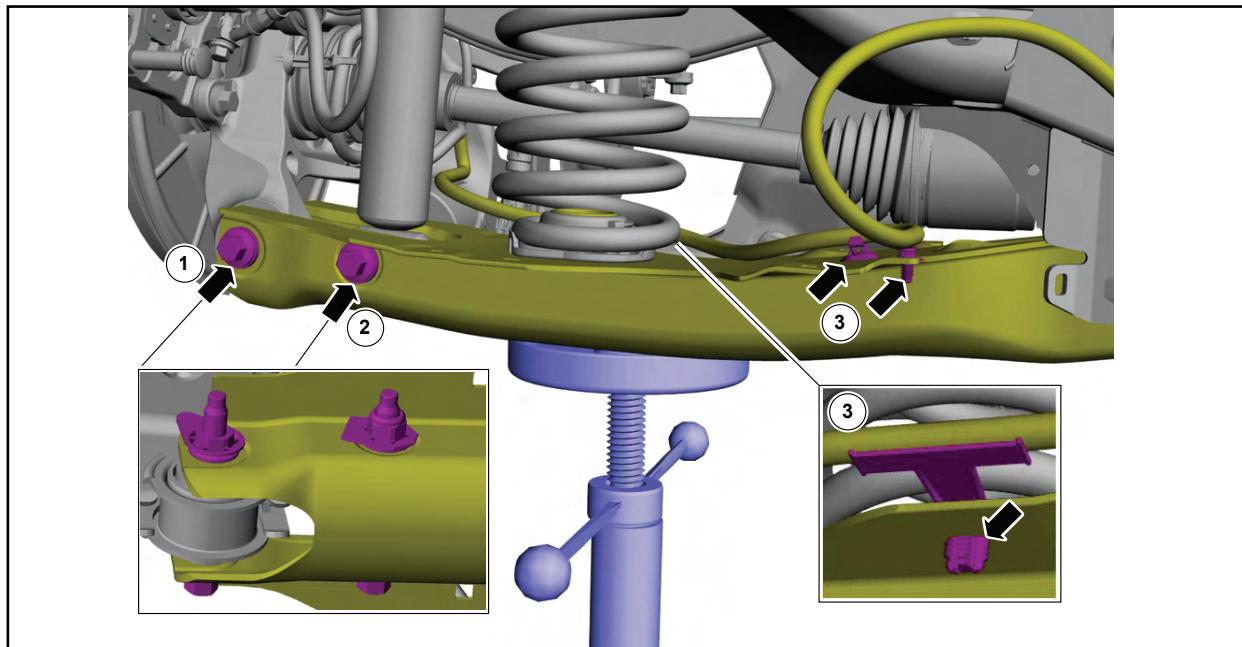
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NOTE: Only tighten the bolt and nut finger tight at this stage.

NOTE: Make sure that the components are installed to the position noted before removal.

81. Perform the following steps:

1. Position the lower arm to the wheel knuckle and install the *new* lower arm-to-wheel knuckle bolt and nut.
2. Position the rear shock absorber and install the *new* rear shock absorber lower bolt and nut.
3. Position the rear wheel speed sensor wire harness and clip the harness retaining clips into place.



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NOTICE: Tighten the suspension fasteners with the weight of the vehicle on the wheels and tires or use a suitable jack to raise the suspension to curb height or damage to the bushings may occur.

NOTE: Only tighten the nuts and bolts when the suspension is in the normal drive position.

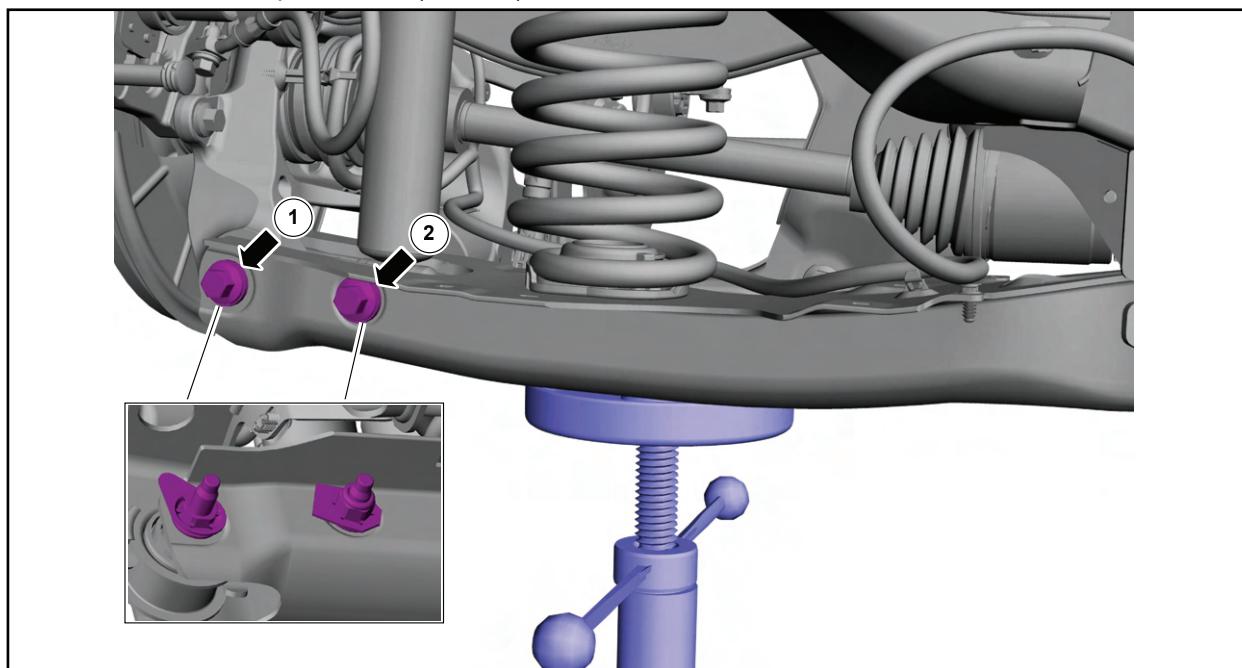
82. Tighten the *new* lower arm-to-wheel knuckle bolt and nut

1. Position the lower arm to the wheel knuckle and install the *new* lower arm-to-wheel knuckle bolt and nut.

- Torque: Stage 1: 81 lb.ft (110 Nm).
Stage 2: 120°.

2. Tighten the *new* rear shock absorber lower bolt and nut.

- Torque: 81 lb.ft (110 Nm).



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Rear Stabilizer Bar and Links Replacement

NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

NOTICE: Do not use power tools to remove the stabilizer bar link nut. Damage to the stabilizer bar link ball joint or boot may occur.

NOTE: Removal steps in this procedure may contain installation details.

NOTE: The stabilizer bar links are designed with low friction ball joints that have a low breakaway torque.

NOTE: Use the TORX PLUS® holding feature to prevent the ball stud from turning while removing or installing the lower arm outboard nut. Torx® and TORX PLUS® is a reg. tm of Acument Intellectual Properties, LLC.

83. On both sides, remove the rear stabilizer link.

1. Remove and discard the rear stabilizer link upper nut.

• Torque: 85 lb.ft (115 Nm).

2. Remove and discard the rear stabilizer link lower nut.

• Torque: 85 lb.ft (115 Nm).

3. Remove the rear stabilizer link.

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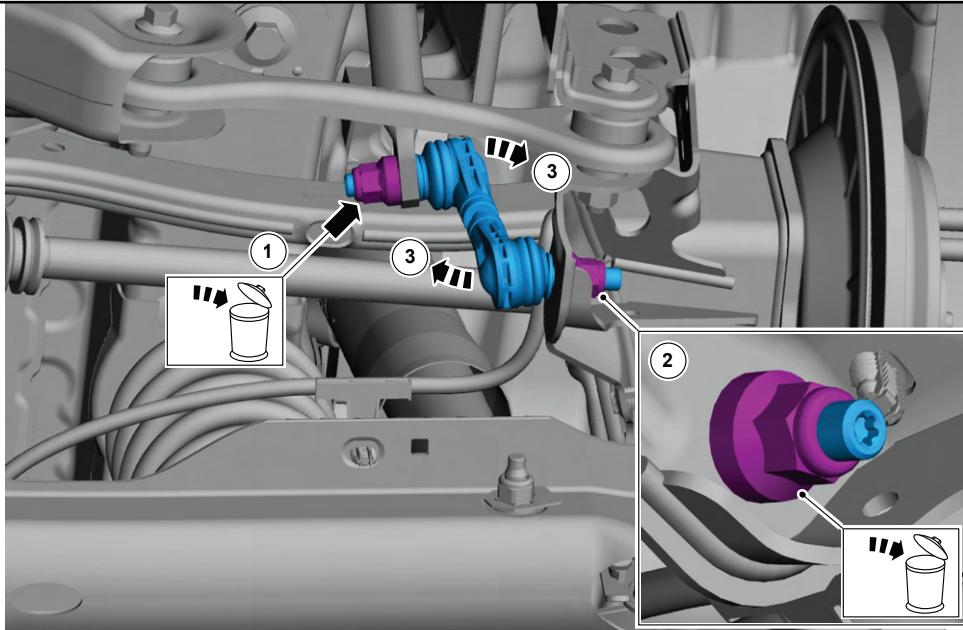
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84. Separate the driveshaft from the drive pinion flange.

NOTE: Make sure that the component aligns with the installation mark.

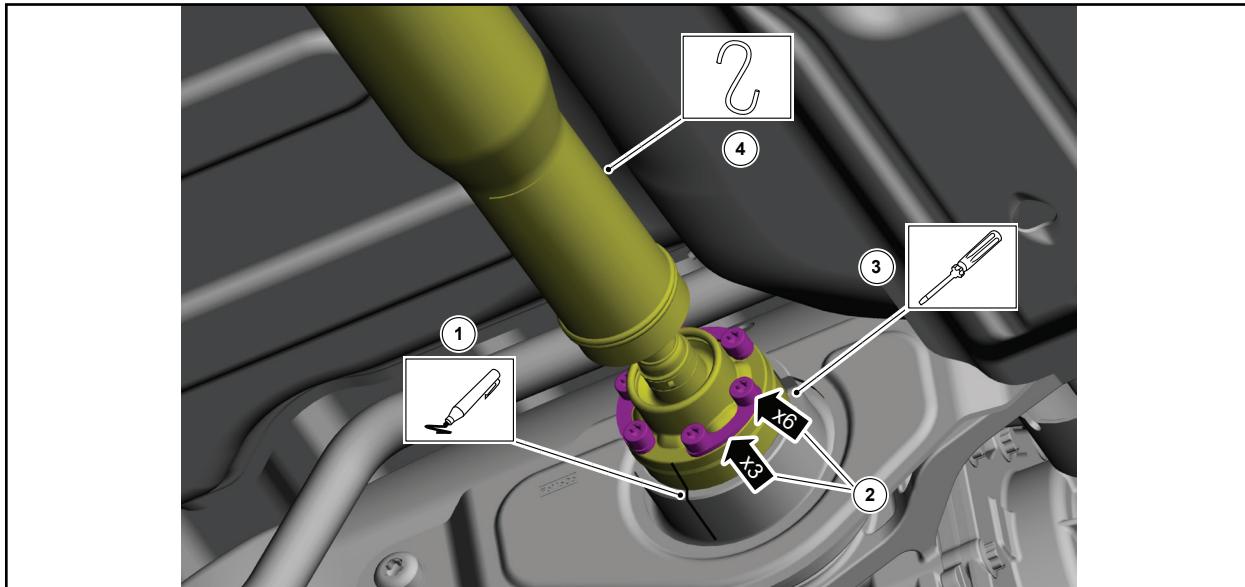
1. Index-mark the driveshaft flange and the RDU companion flange to maintain alignment during installation.
2. Remove the driveshaft to drive pinion companion flange bolts and the retaining straps.

• Torque: 26 lb.ft (35 Nm).

3. Using a general equipment, separate the driveshaft from the drive pinion flange.

• Use the General Equipment: Flat Headed Screw Driver.

4. Position aside and support the rear driveshaft.



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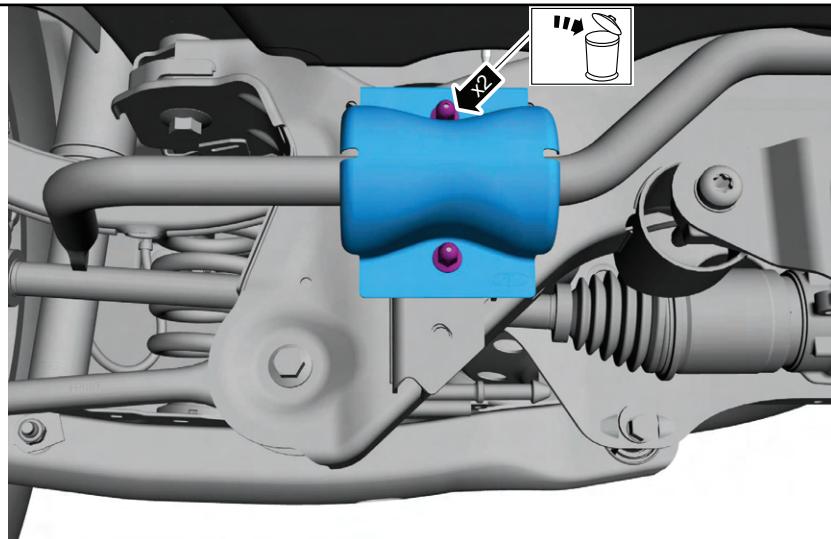
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85. Right hand side only, remove the stabilizer bar shield nuts and remove the stabilizer bar shield.

- Torque: 71 lb.in (8 Nm).



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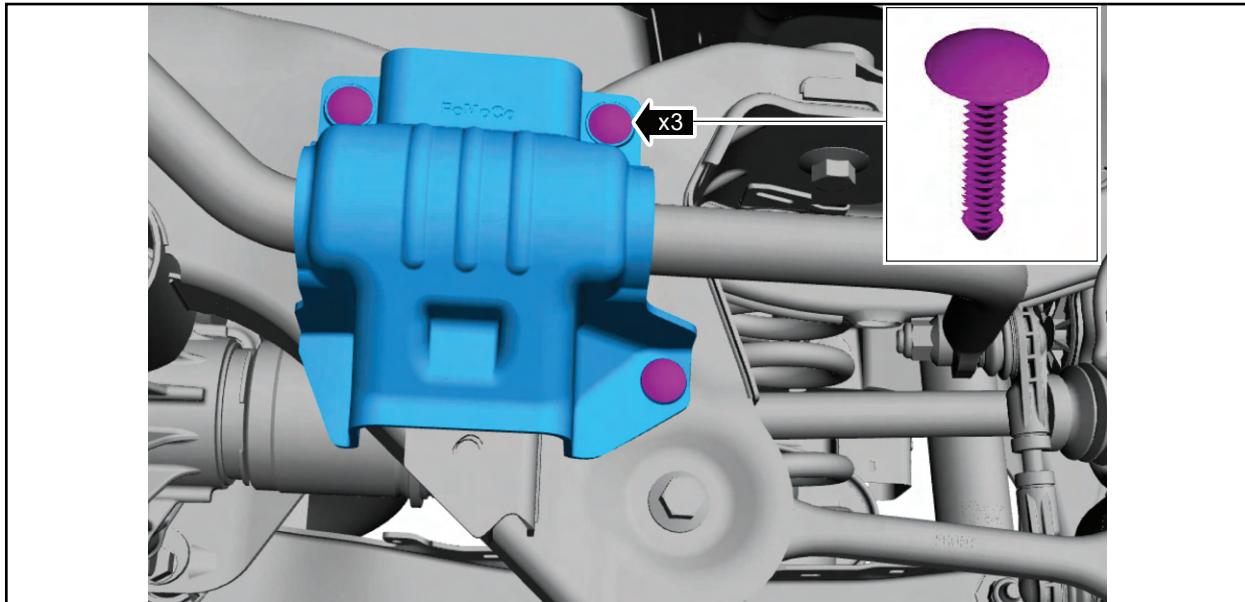
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86. Left hand side only, remove the stabilizer bar shield pin-type retainers and remove the stabilizer bar shield.



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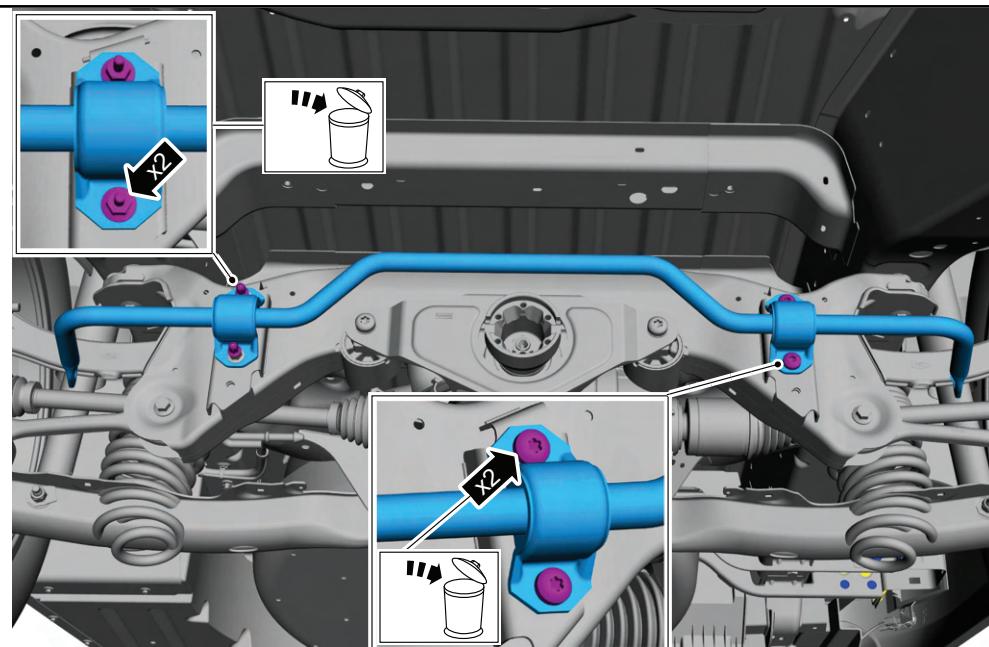
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87. Remove and discard the stabilizer bar bracket bolts and remove the stabilizer bar.

- Torque: 46 lb.ft (63 Nm).



NOTE: Rear sway bar installation can be tight if you decide to leave the rear drive shaft connected, it is recommended to have a second person to help with installation to help maneuver the sway bar into place through the rear suspension.

88. To install the rear stabilizer bar, reverse the removal procedure.

89. To install the rear sway bar links, reverse the removal procedure.

90. Install the rear tires and wheels.

91. Road test the vehicle.

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