



KM743 INSTALLATION INSTRUCTIONS

RECOMMENDED TOOLS:

Hydraulic jack and jack stands (**a lift is recommended**)

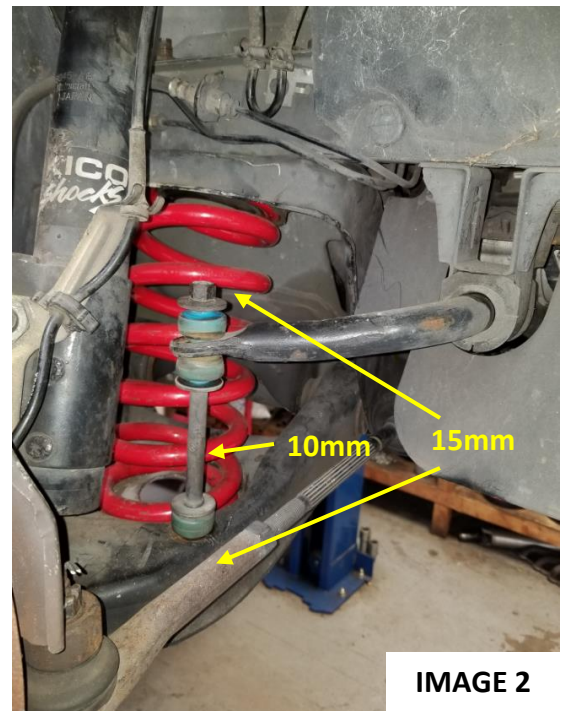
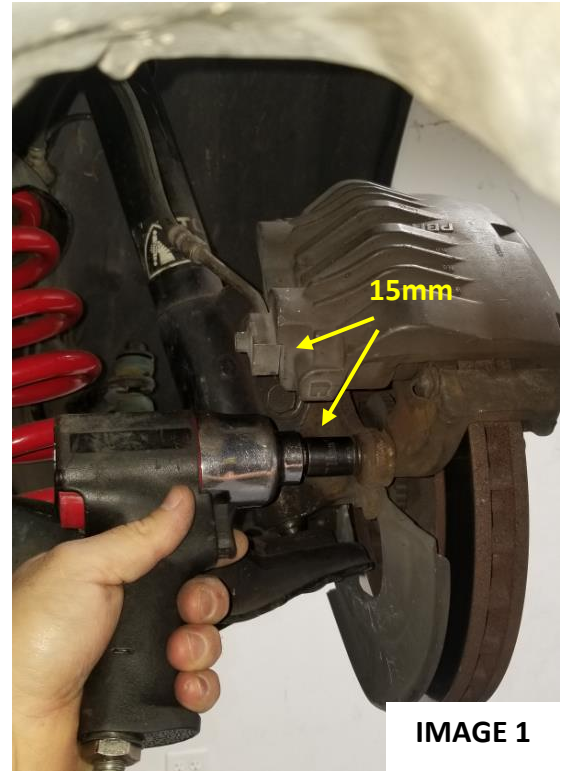
Assorted Wrenches and Sockets

Basic Hand Tools

(NOTE: Due to the long production span, the accuracy of bolt and nut head sizes may vary. Ensure that you are using the correct socket before removing or installing fasteners.)

Instructions:

1. Raise vehicle and support front and rear with jack stands. (**A lift is HIGHLY recommended but this can be done using jack stands. You must ensure that you can raise the front of the vehicle at least 16" to have enough room to work.**)
2. Remove the front wheels and using a **15mm socket**, remove the front brake calipers as in **IMAGE 1**.
3. Using a zip tie or hook, hang the caliper somewhere in the rear of the wheel-well making sure not to pull or put tension on the brake line or hose.
4. Using a **15mm socket** and **10mm wrench**, remove the end-link connecting the sway bar to the control arm as shown in **IMAGE 2**.



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IMAGE 3



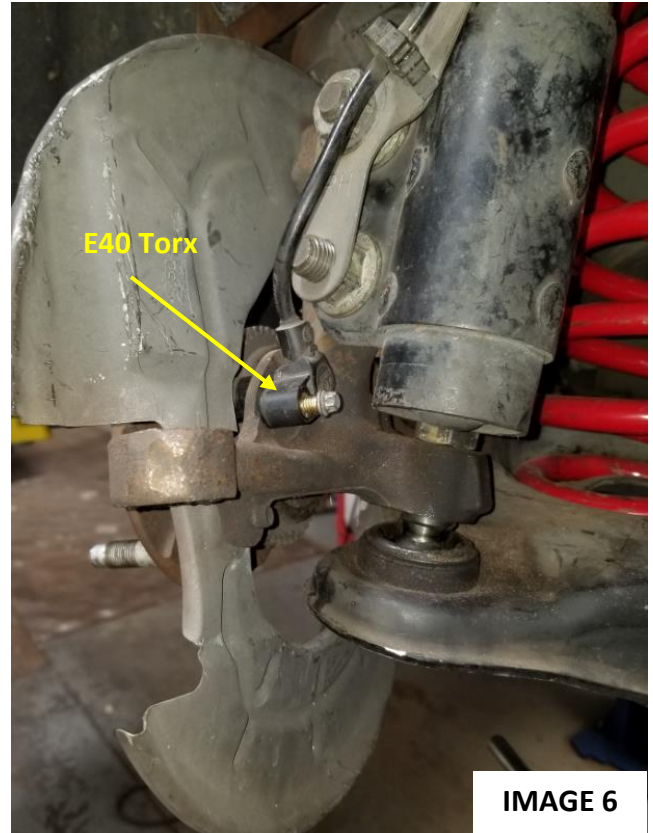
IMAGE 4

5. Using an **18mm socket** to remove the castle nut from the tie-rod end. Use the nut to cover the end of the threads and use a brass hammer or non-marring mallet and break the seal of the tie rod ball joint as shown in **IMAGE 3**.
6. Using a **13mm** socket, remove the screw holding the steering column to the steering rack as shown in **IMAGE 4**. With the steering column disconnected, be carefully not to turn the steering wheel or the input shaft of the rack. This will cause the steering wheel to not be straight when reassembled.
7. Using a **15 and 19mm wrench and socket**, remove the fasteners holding the steering rack to the factory K-Member as in **IMAGE 5**.
8. Removing the steering rack, and hang with hooks forward of the k-member. Do not put tension on the power steering lines. You can also disconnect the power steering rack, but you will have to bleed the system afterwards.

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(ENSURE that the power steering lines do not have any tension on them and are free of the K-member)

9. Using an E40 Torx Bit, remove the wheel speed sensors as shown in **IMAGE 6**.

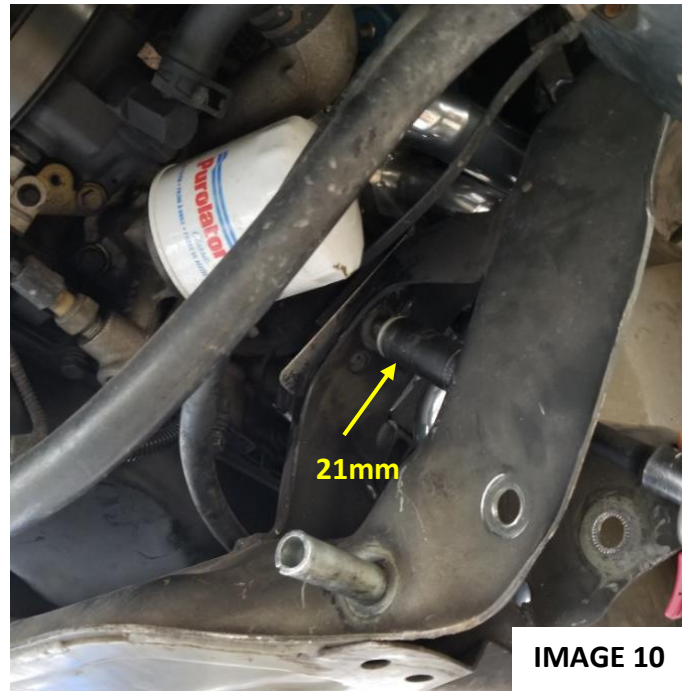
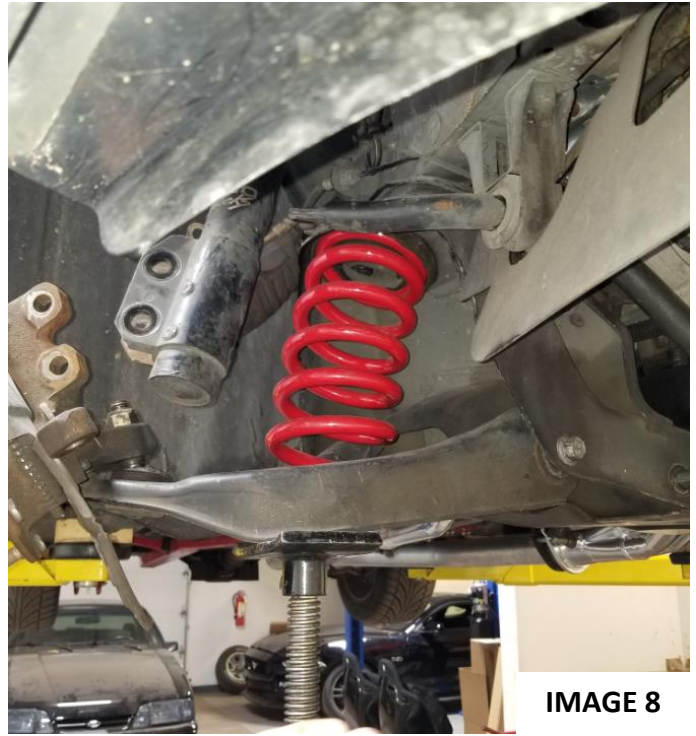
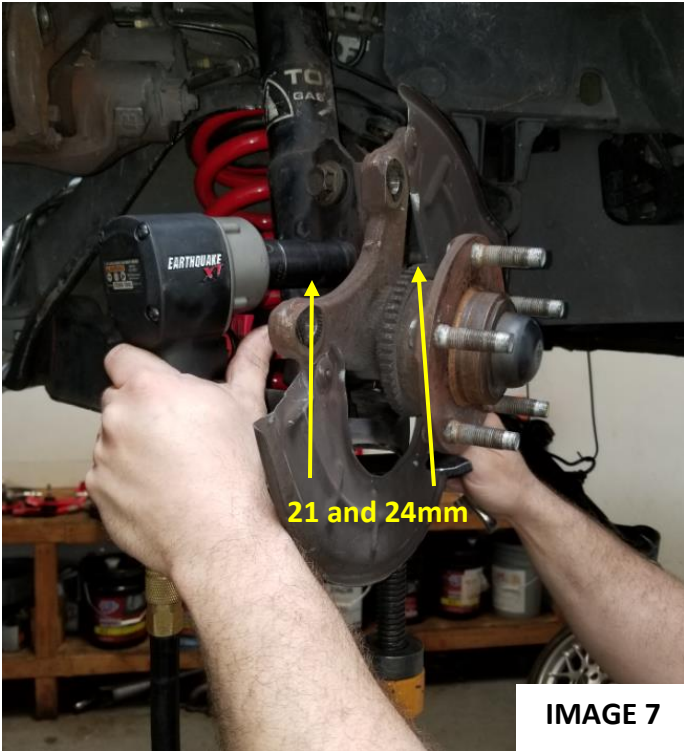
10. Using a jack, support the bottom for the control arms, ensure that you do not place the jack on the ball joint to avoid damage.

11. Using a **21mm** socket and **24mm** wrench, remove the bolts fastening the shock to the spindle as in **IMAGE 7**.

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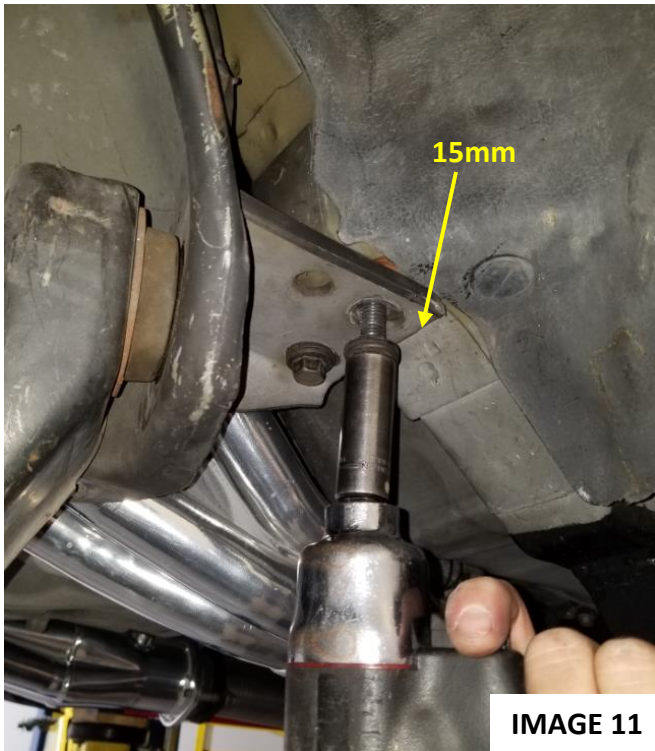


IMAGE 11



IMAGE 12

12. With the shock unbolted, slowly lower the control arm to release compression on the spring as shown in **IMAGE 8**. You can use a pry bar or any long rod that is inserted through the bottom of the control arm, and along the center of the spring to help contain the spring as you release pressure.
13. Using a **24mm** wrench and **21mm** socket, remove the bolts holding the lower control arm and spindle to the stock k-member as shown in **IMAGE 9**.
14. Using a **21mm** socket, remove the nut holding the motor mount to the K-Member as shown in **IMAGE 10**.
15. Support the motor and the transmission at the bellhousing and also support the rear of the vehicle with a jack.
16. Using a **15mm** socket, remove the four (4) rear bolts on the K-Member as shown in **IMAGE 11**.

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IMAGE 13

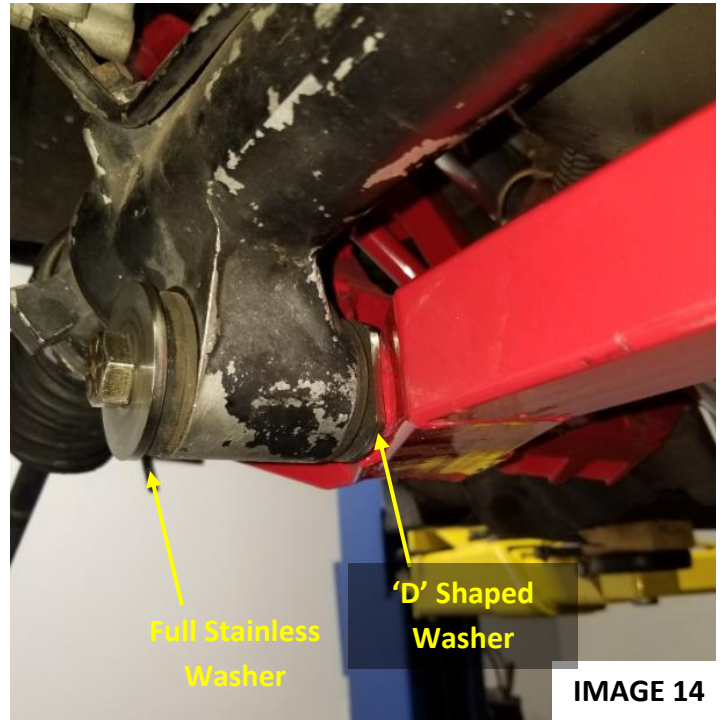


IMAGE 14

17. Using an **18mm** socket loosen all four (4) main bolts holding the K-Member to the frame rails as shown in **IMAGE 12**.
18. Install the K-member using the factory main frame bolts, start the bolts but don't torque them down.
19. Use the rectangular stainless washers on the rear k-member frame mounts as shown in **IMAGE 13**.
20. Center the k-member on the frame rails and tighten all eight (8) frame bolts to the torque spec listed below.
21. Install the steering rack using with the 'D' shaped washer on the back side of the strud as shown, rotate the washer to clear the k-member as shown on **IMAGE 14**. Use the full washer on the outside face of the bushing and use the provided $\frac{1}{2}$ " hardware to fastene it in place.
22. Reinstall everything in reverse order of diassassembly. Use the provided torque specs to properly tighten all fasteners.

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Lower Control Arm Nut/Bolt to K-Member	94-116 ft-lbs
Sway Bar End Link to Lower Control Arm	30-38 ft-lbs
Upper Strut Shaft Nut to Strut Tower	43-58 ft-lbs
Lower Strut Nut/Bolt to Steering Knuckle	94-104 ft-lbs
Outer Tie Rod End Stud Nut	22-29 ft-lbs
Steering Rack Stud Bolts	75-85 ft-lbs
Main K-Member to Chassis Bolts	89 ftlbs
Rear K-Member to Chassis Bolts	54 ftlbs
Steering Column Clamp Bolt	1993-1998 – 17-22ft-lbs 1999-2004 – 32ft-lbs
Lower Balljoint to Steering Knuckle	52-64ft-lbs



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