


Front Suspension - Lower Arm - Rear - Removal and Installation

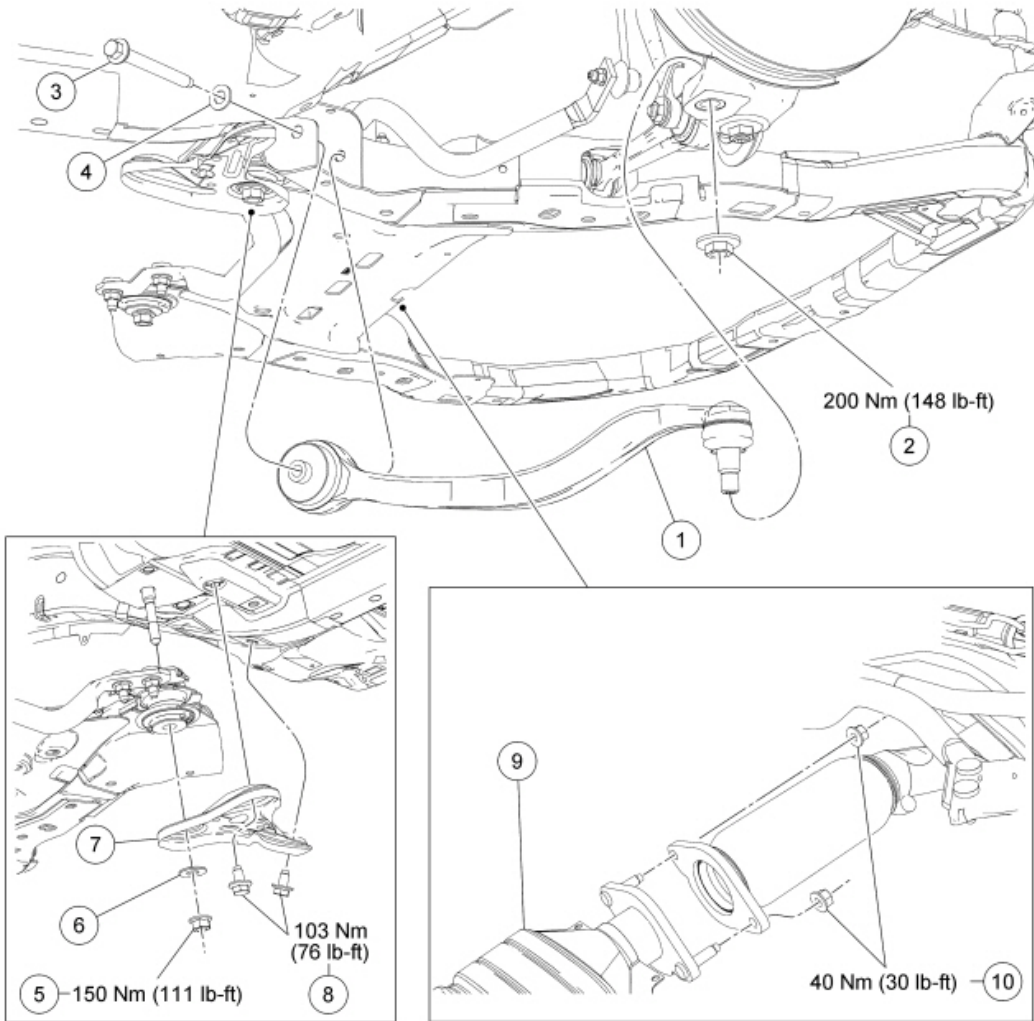
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204-01 Front Suspension	2010 Fusion, Milan, MKZ, Fusion Hybrid, Milan Hybrid
REMOVAL AND INSTALLATION	Procedure revision date: 03/27/2009

Lower Arm — Rear

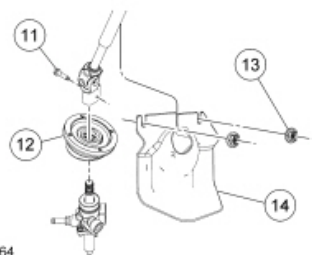
Special Tool(s)

 <p>ST2646-A</p>	<p>Adapter for 204-592 204-592/1</p>
 <p>ST2945-A</p>	<p>Separator, Ball Joint 204-592</p>



N0073582

Item	Part Number	Description
1	3079 LH/ 3078 RH	Lower arm (rear)
2	3C499	Lower ball joint nut (rear)
3	W500752	Rear lower arm-to-subframe bolt
4	999581222	Washer
5	W520416	Subframe bracket-to-subframe nut (2 required)
6	5A552	Subframe bracket-to-subframe washer (2 required)
7	3B155 LH/ 3B154 RH	Subframe bracket (2 required)
8	3C496	Subframe bracket-to-body bolts (4 required)
9	5E212	Catalytic converter
10	W705443	Catalytic converter manifold-to-exhaust flexible pipe nuts (2 required)



N0101264

Item	Part Number	Description
11	3R827	Steering column shaft bolt
12	3C611B	Steering column shaft-to-dash seal
13	5801691	Lower steering column shaft joint cover nut (2 required)
14	3C611A	Lower steering column shaft joint cover

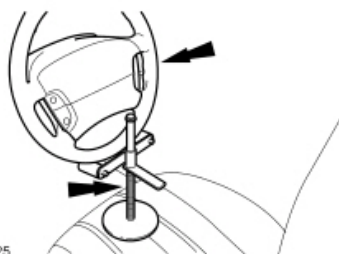
Removal and Installation

NOTICE: Suspension fasteners are critical parts because they affect performance of vital components and systems and their failure may result in major service expense. New parts must be installed with the same part numbers or equivalent part, if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure of correct retention of these parts.

1. **NOTICE:** Do not allow the steering column to rotate while the steering column shaft is disconnected or damage to the clockspring may result. If there is evidence that the lower shaft has rotated, the clockspring must be removed and recentered. For additional information, refer to [Section 501-20B](#).

NOTE: Use a steering wheel holding device (such as Hunter® 28-75-1 or equivalent).

Using a suitable holding device, hold the steering wheel in the straight-ahead position.



N0081325

2. Remove the 2 lower steering column shaft joint cover nuts and cover.
3. **NOTICE:** Do not allow the steering column shaft to rotate while it is disconnected from the gear or damage to the clockspring can occur. If there is evidence that the steering column shaft has rotated, the clockspring must be removed and recentered. For additional information, refer to [Section 501-20B](#).

NOTE: If equipped with Hydraulic Power Assist Steering (HPAS), index-mark the steering column shaft position to the steering gear for reference during installation.

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

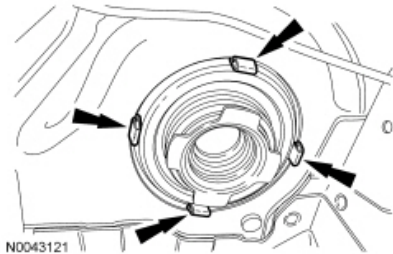
- To install on HPAS vehicles, align the index marks and tighten to 25 Nm (18 lb-ft).

- To install on Electronic Power Assist Steering (EPAS) vehicles, tighten to 20 Nm (177 lb-in).

4. **NOTICE:** Remove the steering column shaft-to-dash seal or damage to the seal can occur.

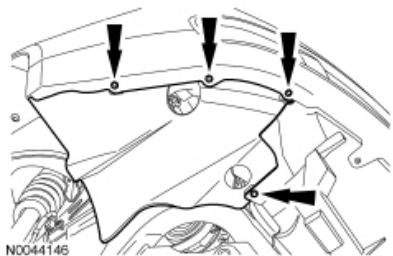
NOTICE: When installing, make sure that the dash seal is correctly positioned on the steering gear and the retaining clips are fully engaged into the body or damage to the steering gear can result.

Remove the steering column shaft-to-dash seal.

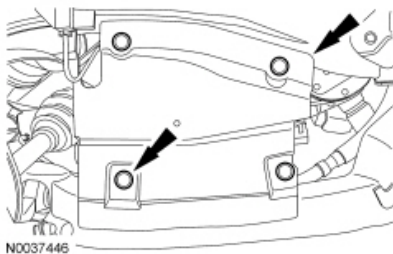


5. Remove the wheel and tire. For additional information, refer to [Section 204-04](#).

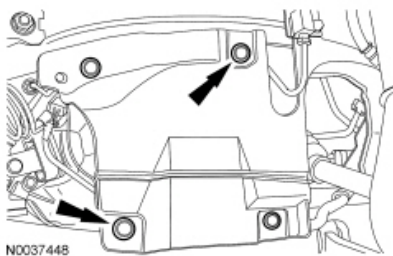
6. Remove the 8 screws and position the LH and RH splash shields aside.



7. Remove the 6 pin-type retainers (4 shown) and the RH splash shield.

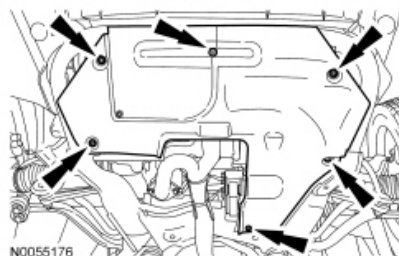


8. Remove the 6 pin-type retainers (4 shown) and the LH splash shield.



9. If equipped, remove the 7 screws and the underbody cover shield.

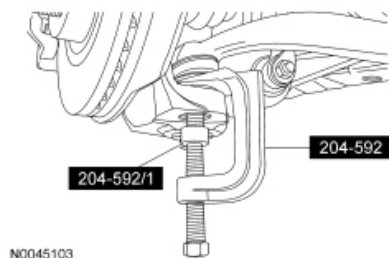
- To install, tighten 7 Nm (62 lb-in).



10. Remove and discard the 2 catalytic converter manifold-to-exhaust flexible pipe nuts and separate the exhaust flexible pipe.
 - To install, tighten the new nuts to 40 Nm (30 lb-ft).
11. Using 2 suitable jack stands, support the rear of the subframe assembly.
12. Remove and discard the 4 subframe bracket-to-body bolts, the 2 subframe bracket-to-subframe nuts and washers. Lower the rear of the subframe.
 - To install, tighten the new bolts to 103 Nm (76 lb-ft).
 - To install, tighten the new nuts to 150 Nm (111 lb-ft).
13. Remove and discard the rear lower ball joint nut.
 - To install, tighten the new nut to 200 Nm (148 lb-ft).
14. **NOTICE: When the lower ball joint is separated from the wheel knuckle, the lower arm may strike the outer Constant Velocity (CV) joint boot with enough force to damage the boot clamp. This will result in a loss of grease from the outer CV joint. Place a block of wood, or similar item, between the lower arm and the outer CV joint to prevent the lower arm from striking the outer CV joint.**

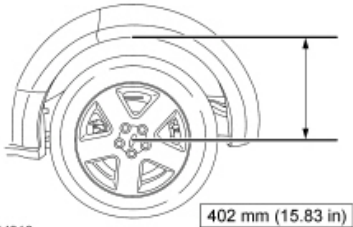
NOTE: Once pressure is applied to the ball joint with the Ball Joint Separator and Adapter, it may be necessary to tap the wheel knuckle at the ball joint area to separate the ball joint from the wheel knuckle.

Using the Ball Joint Separator and Adapter, separate the rear lower ball joint from the wheel knuckle.



15. Remove the rear lower arm-to-subframe bolt and washer and remove the rear lower arm.
 - Discard the bolt and washer.
 - To install, tighten the new bolt to 65 Nm (48 lb-ft), then tighten an additional 90 degrees.
16. **NOTICE: Before tightening any suspension bushing fasteners, the suspension must be at the bushing fastener tightening position. Use a suitable jack to raise the suspension until the distance between the center of the hub and the lip of the fender is equal to 402 mm (15.83 in). This will prevent incorrect clamp load and bushing damage.**

To install, reverse the removal procedure.



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