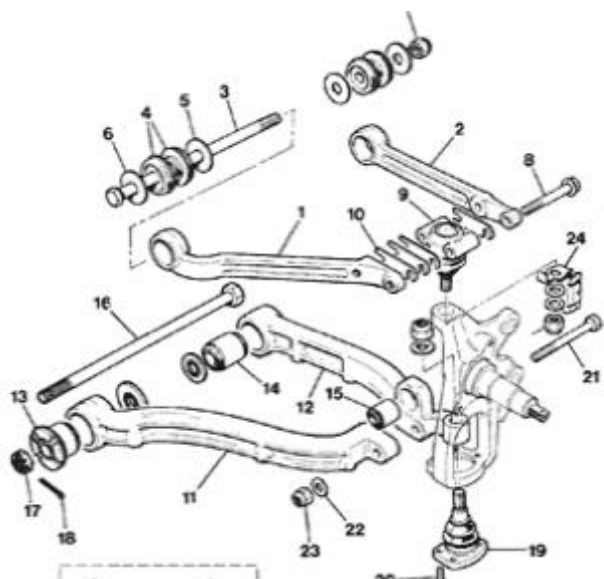


JagXJ40FrontUpperControlArm

XJ40 FRONT UPPER CONTROL ARM

Parts cat fiche: 1I 04



Number 4 in the above diagram.

Upper front control arm (wishbone?) bushes

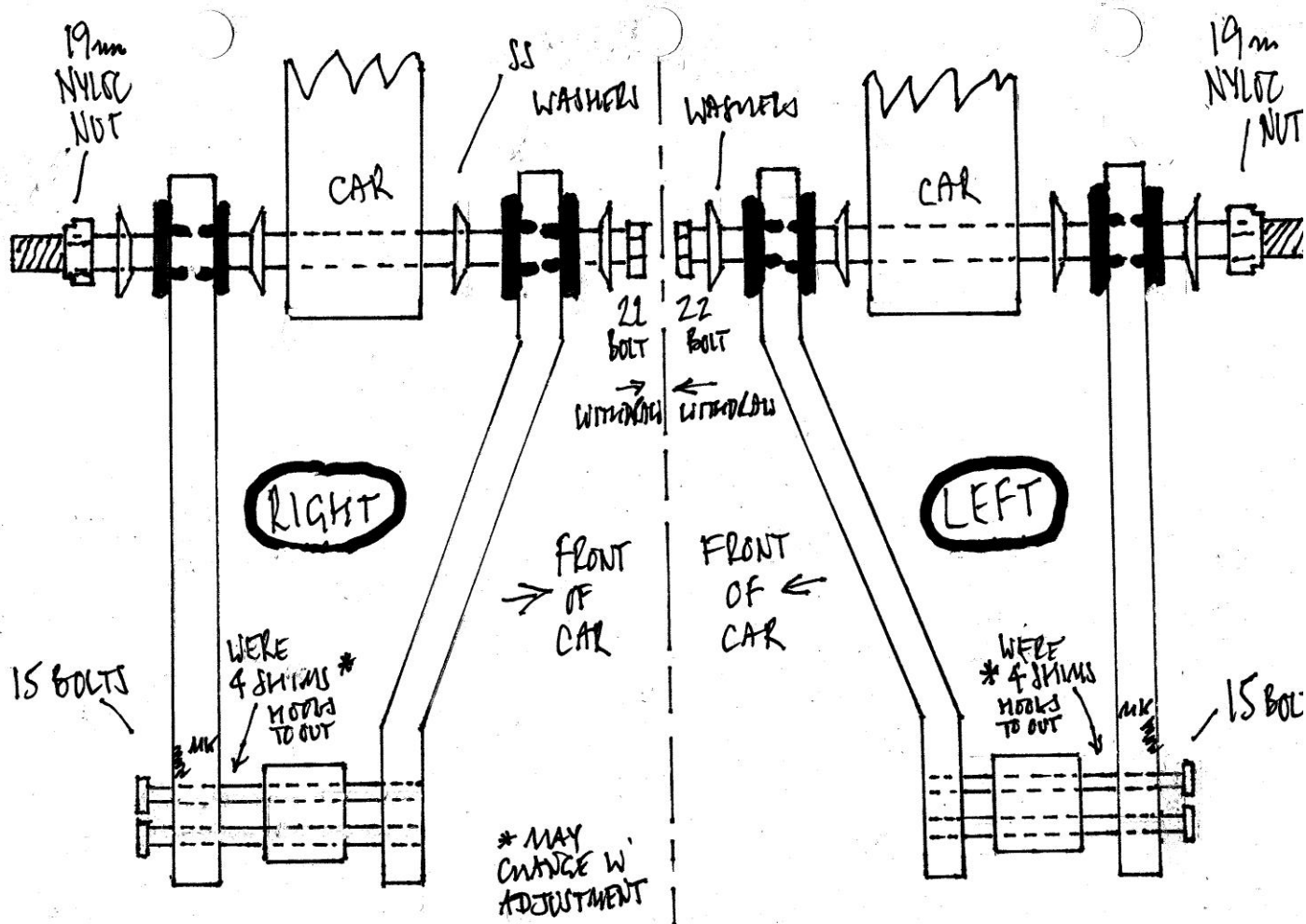
Supplies (for both sides):

Slipflex bearing CA9295 (4 off) (Item 4 on fiche 1I 04)
 LM (lithium) grease
 ties
 degreasing fluid
 WD40

Tools

Trolley Jack with padding block
 compressor and impact wrench (tyres)
 Axle stand
 Tub for degreasing
 Toothbrush, paintbrush, small wire brush, emery cloth
 Impact wrench and sockets
 Assorted combo and ratchet spanners (15, 19 and 22)
 torque wrench (with 55-62 in range)

Narrow nose pliers and side cutters
Mallet
Headlamp



Park with suitable clearance on necessary side

Jack up, remove wheel, place axle stand under main front member, remove jack

If no paint mark to top of straight 'wishbone', clean patch with dry cloth and make one now.

Jack and block under lower control arm to take tension

Wire up hub assembly to be able to take weight of hub.

May have to unclip and tuck away ABS sensor wires

Apply WD40 on main pivot bolt thread and clean thread at nut end

Slightly loosen pivot bolt and nut (3) (22 and 19 mm)

Loosen 15 mm bolts (8) at ball joint end. (May have to turn steering wheel full lock to allow long bar access)

Restore steering to centre.

Remove 15mm bolts (8) **Keep track of and note down number of shims on each side (these affect camber). Watch for hub swinging.**

Unscrew 19mm nut to pivot bar and remove first dish washer. See diagram. There may be only one washer each side of a control arm, which bears against the bush; **if there are extra washers, note their position.**

Prise/slide pivot bolt towards front of car, to withdraw.

While this is being done, push washer towards mounting position so it doesn't snag on car bodywork etc. **Carefully collect all washers if they drop off.**

On the side of the car that has the carbon canister, hoses to this may obstruct the pivot bolt head. If this is so

Loosen screws to small flanges, disconnect front PM4 plug and and remove front spoiler.

Unscrew fixing bolts to carbon canister and allow canister to hang loose.

Remove control arms, and remove washers and bushes from them.

Clean and dry all items, esp apertures to control arms and shim edges.

After drying, press new bushes into control arms.

Very thin layer of lithium grease to pivot arm and thread.

Assemble pivot bolt and larger control arm (with bend towards rear of car!) and washer (right way round!), offer up to car at front, insert and slide in.

As bolt appears towards rear of car, place washer, straight control arm painted side upwards (flatter side at bottom) and the other washer, finishing with nyloc nut.

Screw up but do not fully tighten yet

Insert bolts 8, with shims as they were, vertical hooks outwards (must be as they were, though orientation of hooks probably doesn't matter!). This is the hardest part!

Increase support on jack and off axle stands to give normal ride height

Tighten pivot bolt nut (3) and ball joint nuts (8)

Tighten pivot bolt nut as tight as it will go (torque reading is 61-75 Nm, but no access for torque wrench!)

Torque both 15mm ball joint bolts (8) to 55-62 mm. May have to turn steering fully to give swing access for torque wrench.

Straighten wheel and remove hub support wire

Re-attach ABS wire and clip as required.

On side with carbon canister, re-attach this.

Move jack to normal jacking point, and raise to clear axle stand.

Lower jack slowly to line up wheel, and fit wheel.

Refit plug to front spoiler.

Refit spoiler.