

Service Manual: REAR SUSPENSION

WARNING > WARNING**WARNING:**

FCA US LLC does not manufacture any vehicles or replacement parts that contain asbestos. Aftermarket products may or may not contain asbestos. Refer to aftermarket product packaging for product information. Whether the product contains asbestos or not, dust and dirt can accumulate on brake parts during normal use. Follow practices prescribed by appropriate regulations for the handling, processing and disposing of dust and debris.

**CAUTION:**

Only frame contact or wheel lift hoisting equipment can be used on this vehicle. It cannot be hoisted using equipment designed to lift a vehicle by the rear axle. If this type of hoisting equipment is used, damage to rear suspension components will occur.

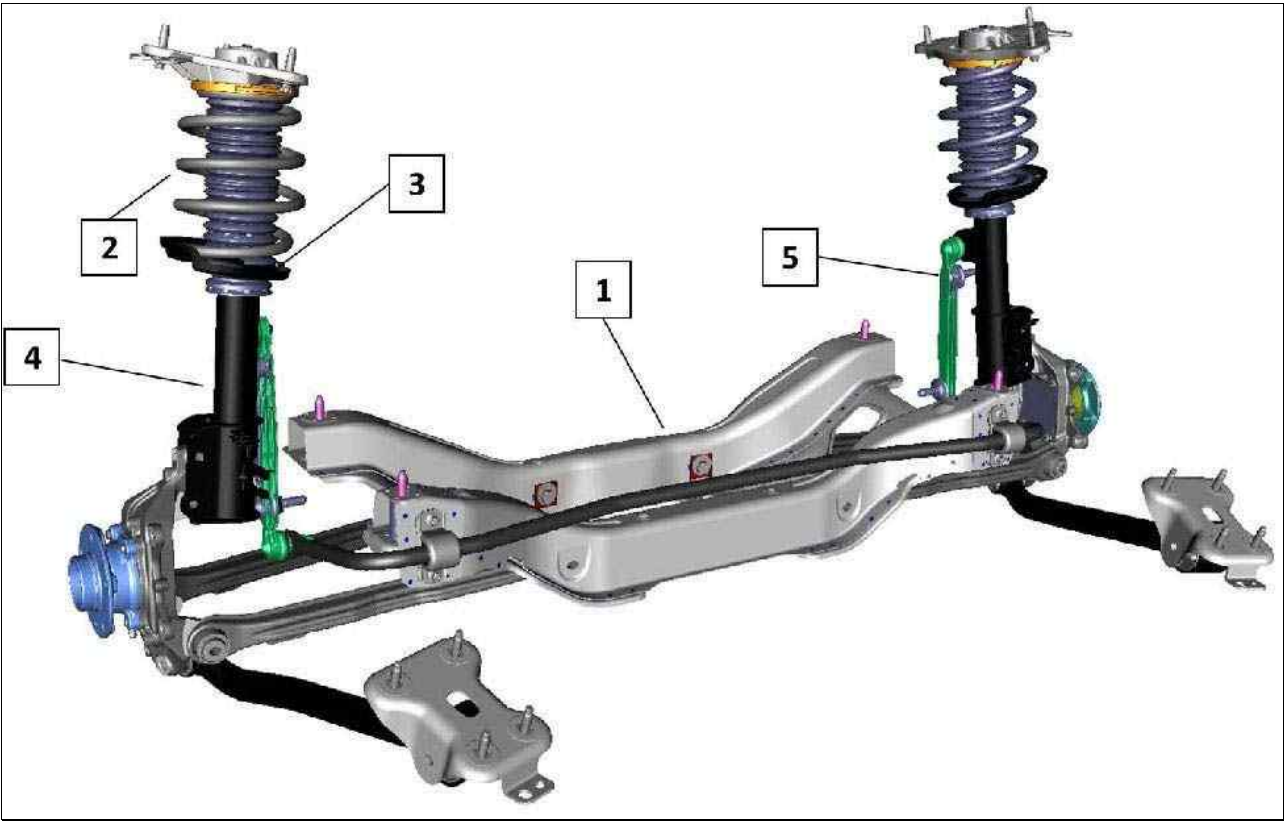
**NOTE:**

If a rear suspension component becomes bent, damaged or fails, no attempt should be made to straighten or repair it. Always replace it with a new component.

DESCRIPTION > DESCRIPTION

As on the front, there is an independent wheel MacPherson suspension layout at the back of the vehicle.

Fig 1: Rear Suspension Components



Courtesy of CHRYSLER GROUP, LLC

The rear suspension consists of the following main components:

- 1. Rear suspension support produced with optimized weight/rigidity ratio (the FWD version has greater optimization of the ratio to achieve more efficient consumption).
- 2. Coil springs optimized along the thrust axis and able to contain side loads. The springs are made of high-strength-steel in order to minimize the weight with consequent benefits in terms of consumption.
- 3. Spring isolators between the springs and their base mountings in order to reduce noise.
- 4. Telescopic shock absorbers with high lateral rigidity which enhances ride quality.
- 5. Anti-roll bar connecting rod.

SPECIAL TOOLS > SPECIAL TOOLS

Tool (EMEA)	Tool (NAFTA)	Name	Function
1870815000	*	Anti-torque	Loosen / tighten nut drive shaft to the wheel hub

* Tool not available for NAFTA. Use a commercially available tool or contact Mopar Essential Tools to order the custom EMEA tool.

SPECIFICATIONS > TECHNICAL SPECIFICATIONS

COIL SPRINGS 4X2

	1.4 MultiAir Turbo	2.4 MultiAir	1.6 16V Multijet	2.0 16V Multijet
Wire diameter (mm)	11.32 ± 0.05 11.50 ± 0.05 (*)			
The number of coils	3.09 3.27 (*)			
Number useful sense of Helix winding	Right-handed			
Height uncompressed spring (mm)	320 335 (*)			
Compressed spring height (mm)	60 63 (*)			
Load (daN) for 208 mm resultant length	247 ± 3% 257 ± 3% (*)			
Color mark	Color Orange 2003 + Orange 2003 Color scale White 9010 + Blue 5012 (*)			



NOTE:

(*) For models with sun-roof

COIL SPRINGS 4X4

	1.4 MultiAir Turbo	2.4 MultiAir	2.0 16V Multijet
Wire diameter (mm)	11.80 ± 0.05 12.05 ± 0.05 (*)	12.30 ± 0.05	11.80 ± 0.05 12.30 ± 0.05 (**)
The number of coils	3.30 3.57 (*)	4.02	3.30 4.02 (**)
Number useful sense of Helix winding	Right-handed		
Height uncompressed spring (mm)	340	370	340 350 (**)

Compressed spring height (mm)	52 56 (*)	63	52 63 (**)
Compress (load) to resulting length 193 mm	336 ± 3% 359 ± 3% (*)	389 ± 3%	336 ± 3% 354 ± 3% (**)
Color mark	2 color Silver 9007 Color Brown 8011 + Color Orange 2003 (*)	Color White 9010 + Color Orange 2003	2 color Silver 9007 Color Pink 3015 + Color Orange 2003 (*)



NOTE:

(*) For models with sun-roof



NOTE:

(**) For Trailhawk models

SHOCKS

	1.4 MultiAir Turbo	2.4 MultiAir	1.6 16V Multijet	2.0 16V Multijet
Type	MacPherson			
Overall Length (starting buffer) (mm)	599 ± 3 624 ± 3 (*)			
Compressed Length (flush) (mm)	408 ± 3 421 ± 3 (*)			
Stroke (mm)	191 203 (*)			
Shaft Diameter (mm)	22			



NOTE:

(*) For 4x4 versions

SPECIFICATIONS > TORQUE SPECIFICATIONS

REAR SUSPENSION TORQUE SPECIFICATIONS

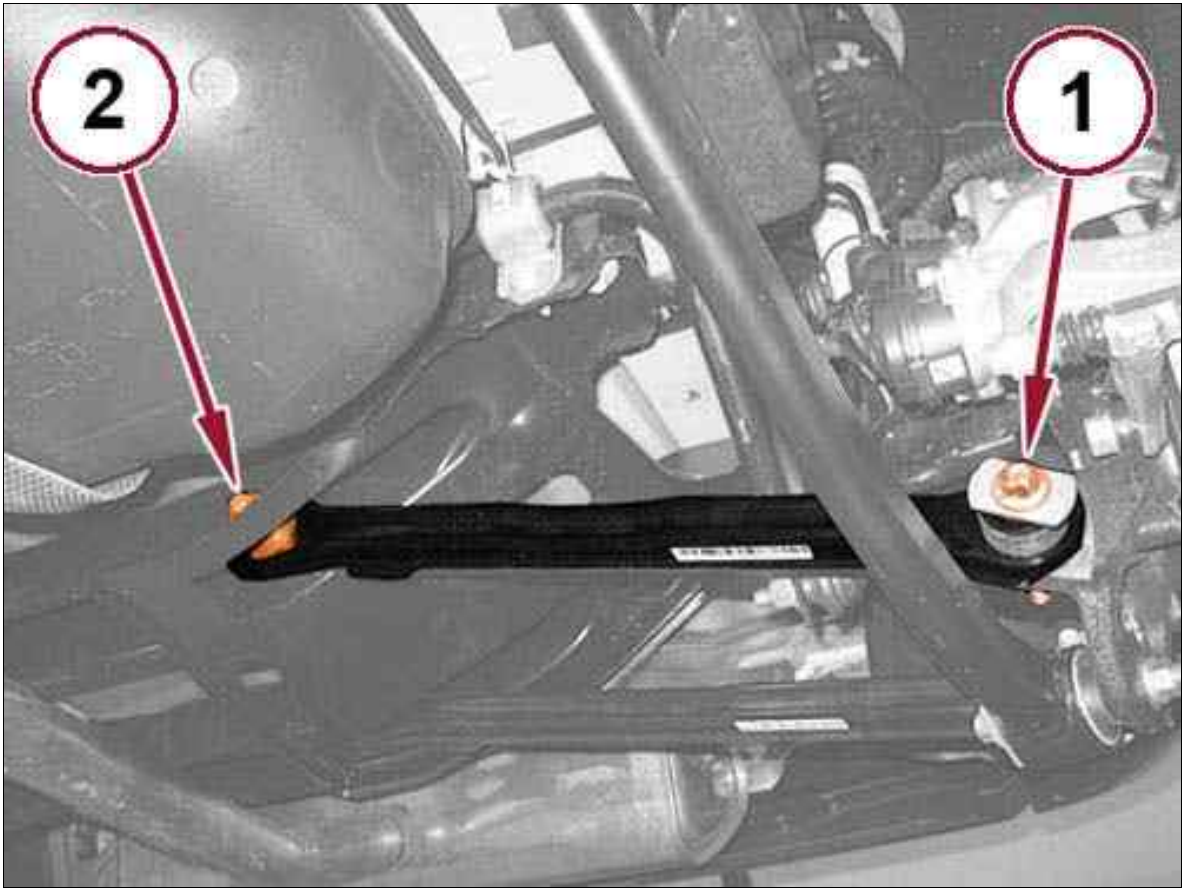
DESCRIPTION	N.m	Ft. Lbs.	In. Lbs.	NEW
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				FASTENER*
Front Lower Control Arm to Crossmember Bolt	125	92	-	
Front Lower Control Arm to Knuckle Bolt	100 + 90°	74 + 90°	-	
Hub Nut	71 + 63°	52 + 63° +/- 2°	-	
Hub and Bearing to Knuckle Bolts	105	77	-	
Rear Lower Control Arm to Crossmember Bolt	125	92	-	
Rear Lower Control Arm to Knuckle Bolt	100 + 90°	74 + 90°	-	
Rear Wheel Speed Sensor to Knuckle Bolt	7	-	62	
Stabilizer Bar to Crossmember Bolts	25	18	-	
Stabilizer Bar Link to Stabilizer Bar Nut	80	59	-	X
Stabilizer Bar Link to Strut Nut	80	59	-	X
Strut to Body Bolts	50	37	-	X
Strut to Knuckle Bolts	100 + 90°	74 + 90°	-	
Strut Rod to Upper Mount Nut	70	52	-	
Trailing Arm to Knuckle Bolt	100 + 90°	74 + 90°	-	
Trailing Arm to Body Bracket Bolt	100 + 90°	74 + 90°	-	
* NEW FASTENER: Do not reuse these fasteners. If removed, a new fastener must be installed and tightened to specifications.				

ARM, LOWER CONTROL > REMOVAL AND INSTALLATION > FRONT > REMOVAL

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .

Fig 1: Lower Control Arm Bolts

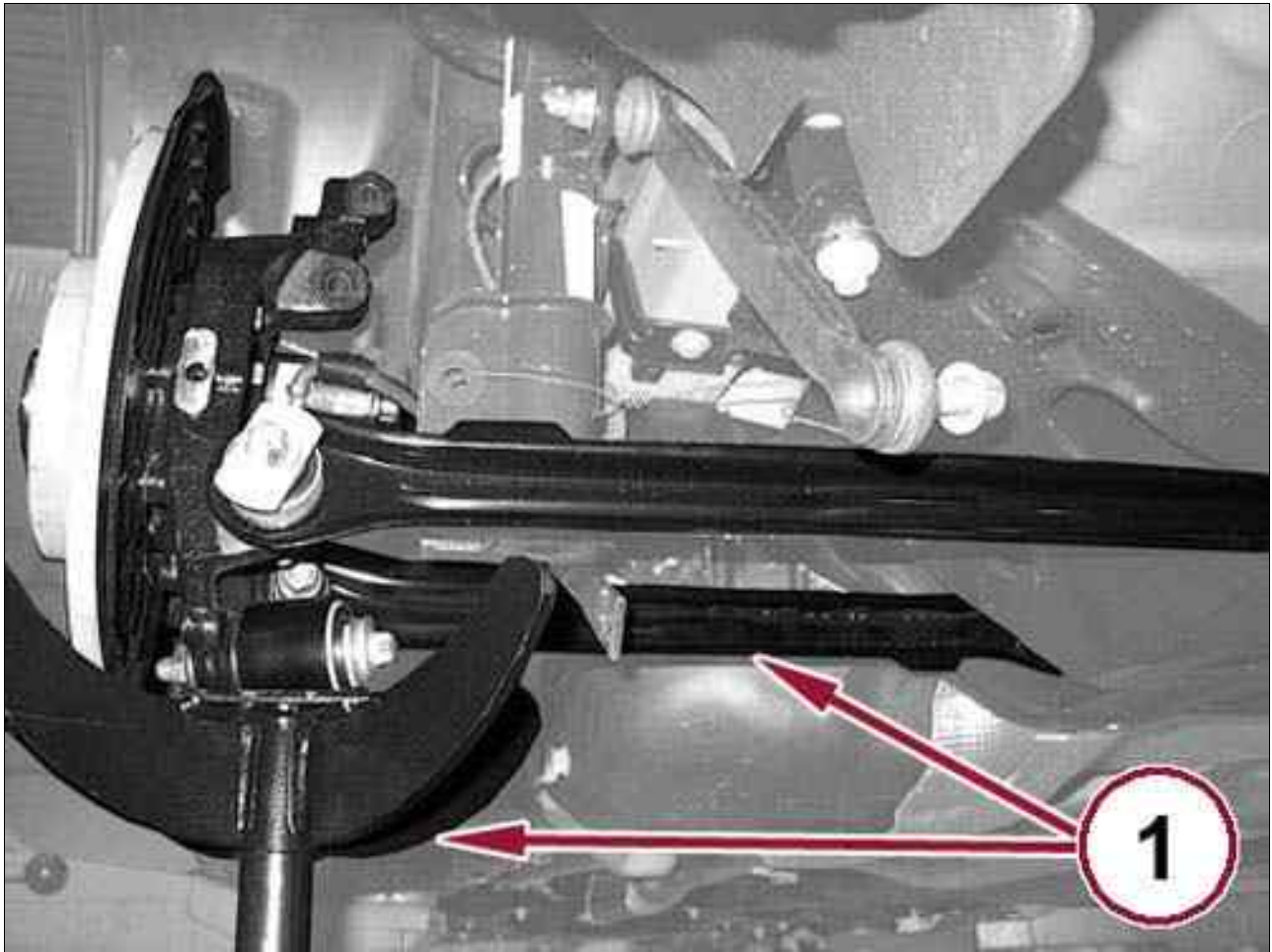


Courtesy of CHRYSLER GROUP, LLC

3. Remove the front lower control arm to knuckle bolt (1).
4. Remove the front lower control arm to crossmember bolt (2), and remove the front lower control arm.

**ARM, LOWER CONTROL > REMOVAL AND INSTALLATION > FRONT >
INSTALLATION**

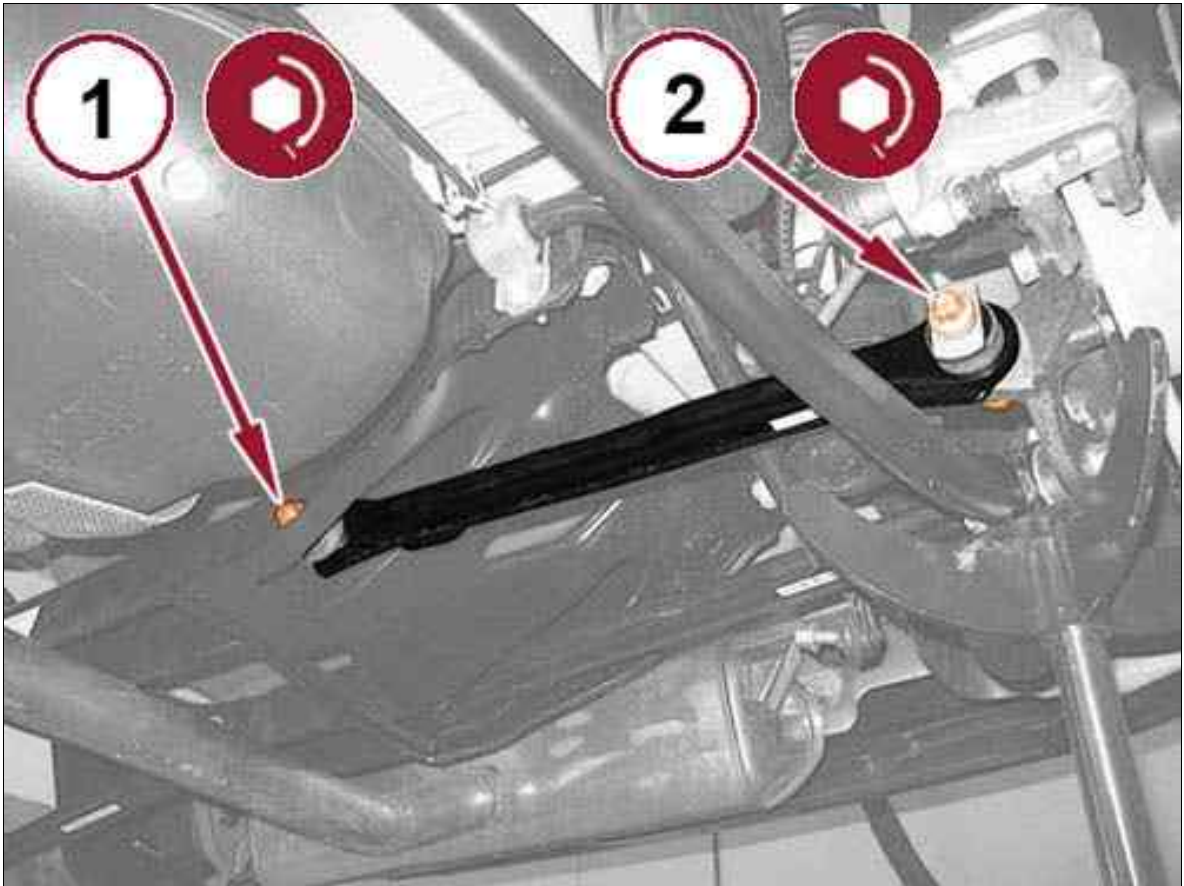
Fig 1: Raising Rear Suspension



Courtesy of CHRYSLER GROUP, LLC

1. With a suitable jack raise the rear suspension to the proper specification. Refer to WHEEL ALIGNMENT, SPECIFICATIONS .

Fig 2: Lower Control Arm Bolts



Courtesy of CHRYSLER GROUP, LLC

2. Position the front lower control arm into the vehicle and install the bolts.
3. Tighten the front lower control arm to crossmember bolt (1) to the proper specification. Refer to SPECIFICATIONS .
4. Tighten the front lower control arm to knuckle bolt (2) to the proper specification. Refer to SPECIFICATIONS .
5. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
6. Remove the support and lower the vehicle.
7. Perform a wheel alignment. Refer to WHEEL ALIGNMENT, STANDARD PROCEDURE .

ARM, LOWER CONTROL > REMOVAL AND INSTALLATION > REAR > REMOVAL

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .

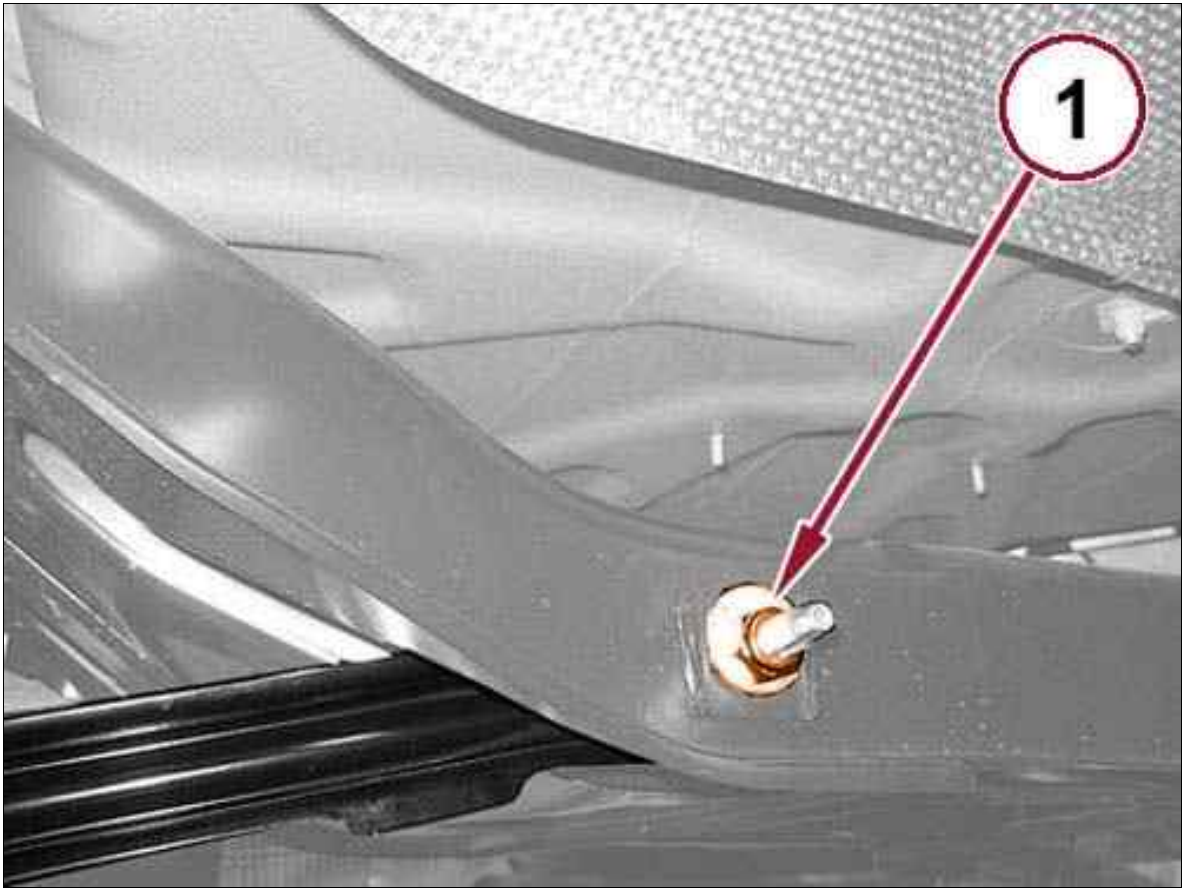
Fig 1: Rear Lower Control Arm To Knuckle Bolt



Courtesy of CHRYSLER GROUP, LLC

3. Remove the rear lower control arm to knuckle bolt (1).

Fig 2: Rear Lower Control Arm To Crossmember Bolt

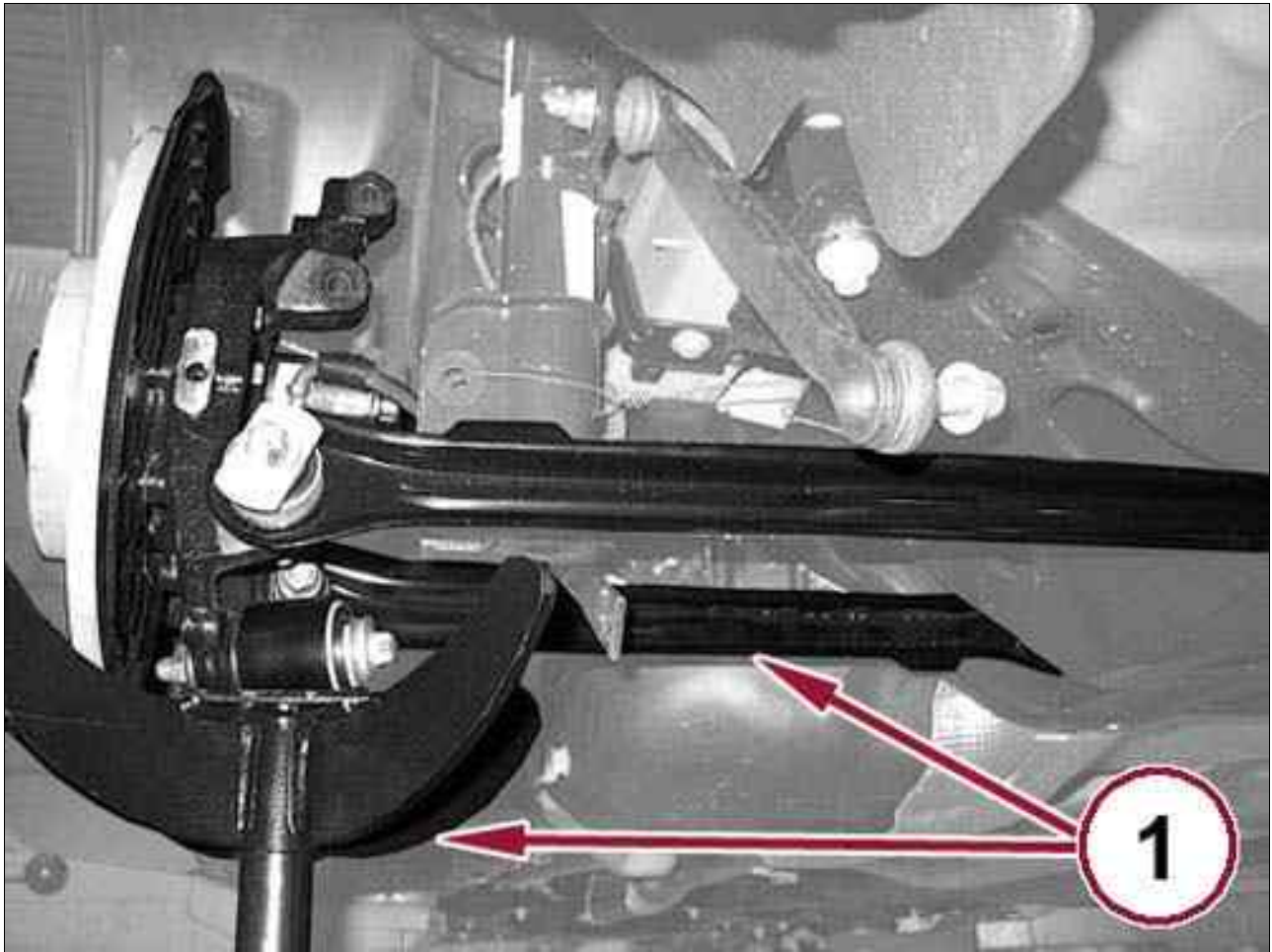


Courtesy of CHRYSLER GROUP, LLC

4. Remove the rear lower control arm to crossmember bolt (1), and remove the rear lower control arm.

ARM, LOWER CONTROL > REMOVAL AND INSTALLATION > REAR > INSTALLATION

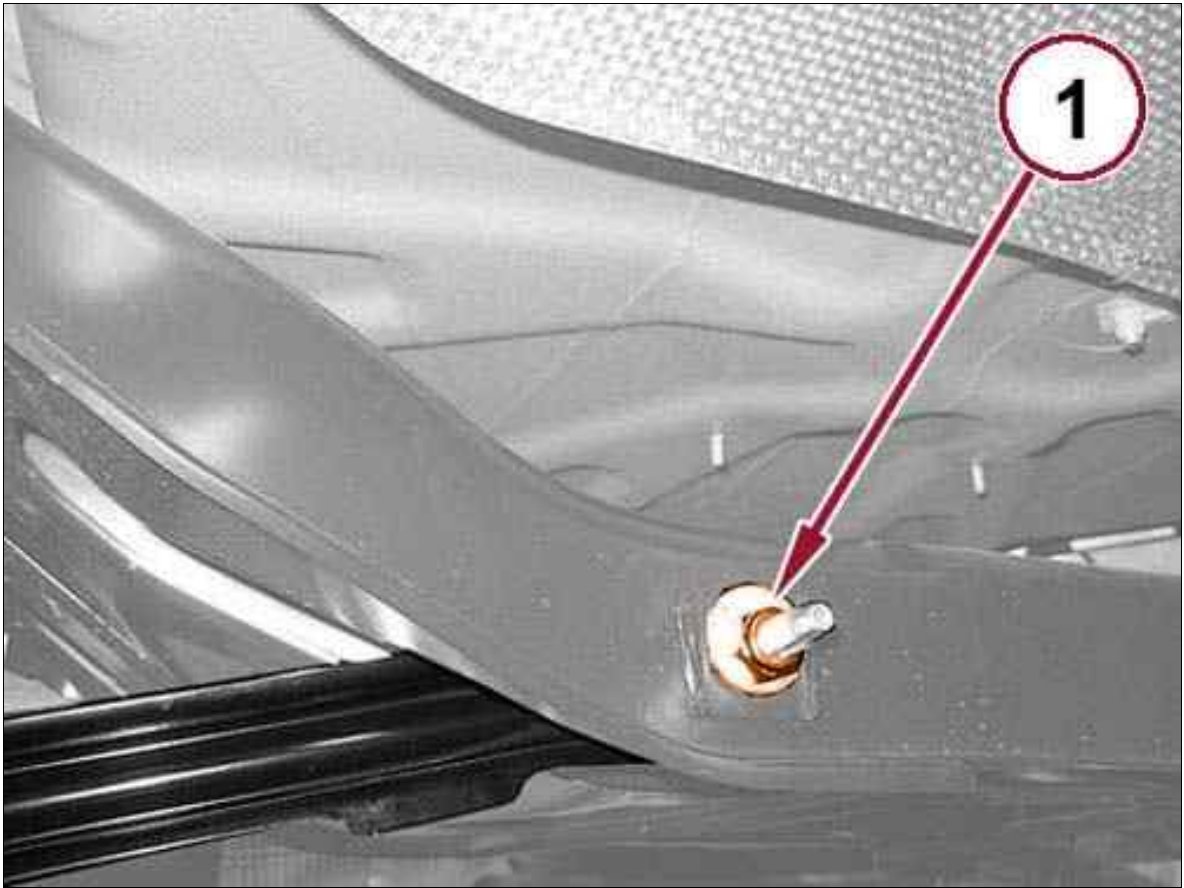
Fig 1: Raising Rear Suspension



Courtesy of CHRYSLER GROUP, LLC

1. With a suitable jack raise the rear suspension to the proper specification. Refer to WHEEL ALIGNMENT, SPECIFICATIONS .

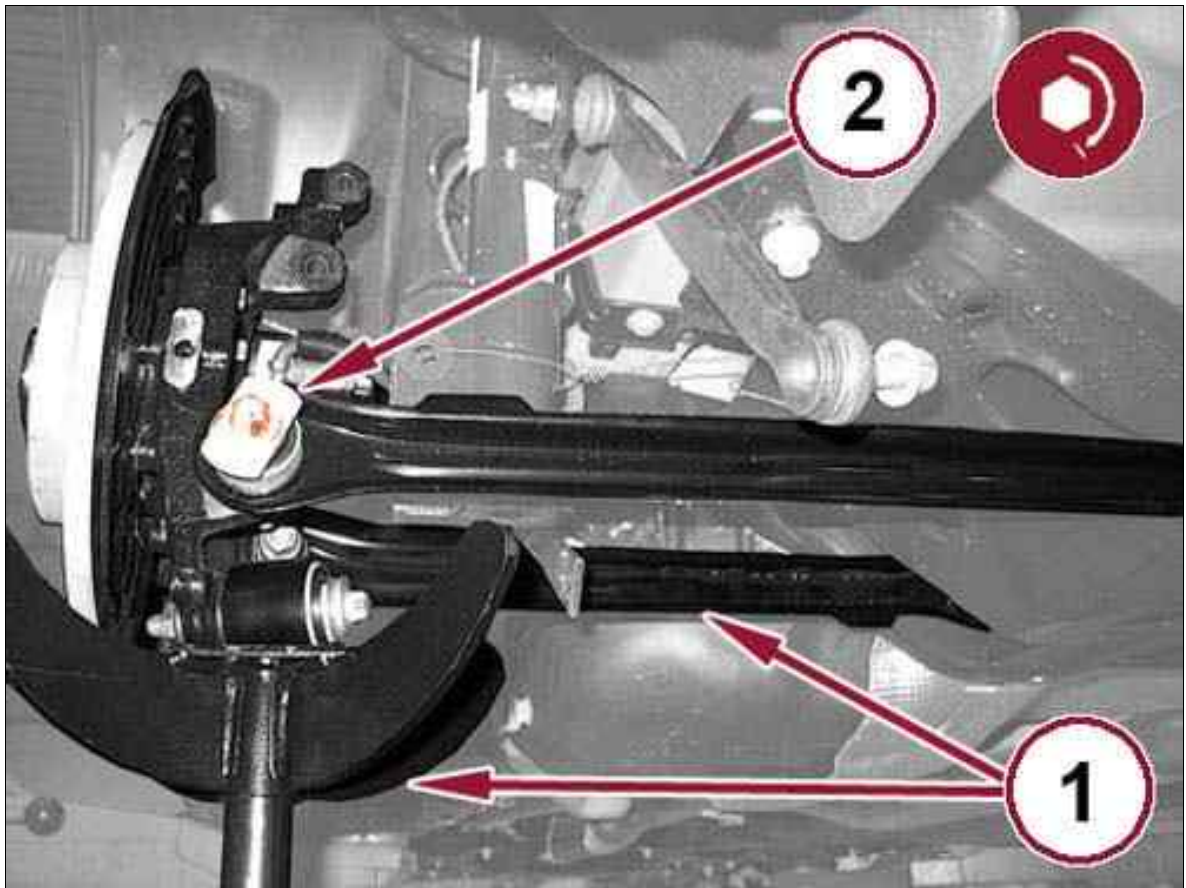
Fig 2: Rear Lower Control Arm To Crossmember Bolt



Courtesy of CHRYSLER GROUP, LLC

2. Position the rear lower control arm into the vehicle and install the bolts.
3. Tighten the rear lower control arm to crossmember bolt (1) to the proper specification. Refer to SPECIFICATIONS .

Fig 3: Rear Lower Control Arm To Knuckle Bolt



Courtesy of CHRYSLER GROUP, LLC

4. Tighten the rear lower control arm to knuckle bolt (2) to the proper specification. Refer to SPECIFICATIONS .
5. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
6. Remove the support and lower the vehicle.
7. Perform a wheel alignment. Refer to WHEEL ALIGNMENT, STANDARD PROCEDURE .

HUB AND BEARING > DIAGNOSIS AND TESTING > DIAGNOSIS AND TESTING - HUB BEARING - NOISE



NOTE:

The wheel bearing is designed to last for the life of the vehicle and requires no type of periodic maintenance. If it becomes necessary to replace a faulty bearing, do not replace in pairs unless the Service Information specifically states to do so.

Bearings will produce noise if worn or damaged. The noise will generally change when the bearings are

loaded. A road test of the vehicle is normally required to determine if there is a bearing noise, or if it is some other component. To assist in finding the location, the following procedure, together with the **DIAGNOSTIC TABLE** , should help determine if a bearing is causing the noise, and if so which one. Keep in mind that bearing noises are not typically intermittent. If a particular vehicle road test maneuver results in noise only part of the time, it is not likely a faulty bearing.



NOTE:

Damaged bearing seals and the resulting excessive grease loss may also require bearing replacement. Moderate grease seepage from the bearing is considered normal and should not require replacement of the wheel bearing. To diagnose the hub, measure hub runout.

DIAGNOSTIC PROCEDURE:

1. Perform a drive evaluation. Find a smooth level road surface void of traffic or obstructions. Turn off any accessories which may cause background noise. Evaluate for noise at 50 km/h (30 mph) and 100 km/h (60 mph) and with vehicle in neutral to eliminate potential drivetrain noises. With vehicle at a constant speed, steer back and forth to left and right. This will load and unload the bearings and may change the noise level. When bearing damage is slight, the noise is sometimes noticeable at lower speeds and at other times is more noticeable at higher speeds.
2. Drive evaluation results: Did the noise increase when turning right which may indicate a problem with the left bearing? Did the noise increase when turning left which may indicate a problem with the right bearing?
3. Put vehicle up on hoist. Grab the tire by pushing in on the top center and pulling out on the bottom center to check for excessive movement in the bearing.
4. Check for potential rubbing on rotating components, such as rotor splash shields, heat shields touching propshaft or halfshaft, wheel well liners contacting tire, wheel cover on wheel, etc. Any cyclic noise (once per wheel revolution for example) is not a wheel bearing fault.
5. Remove the wheel and tire assembly, disc brake caliper and brake rotor. Refer to ROTOR, BRAKE, REMOVAL AND INSTALLATION .
6. Rotate the wheel hub, checking for resistance or roughness.
7. Any roughness or resistance to rotation may indicate dirt intrusion or a failed hub bearing. If the bearing exhibits any of these conditions, the hub & bearing will require replacement. Do not attempt to disassemble the bearing for repair.
8. Rotate the wheel hub, utilize Chassis Ears (or stethoscope) to check for noise.
9. If none of the above checks indicate a bearing failure, refer to the **DIAGNOSTIC TABLE** for other possible causes.

DIAGNOSTIC TABLE - HUB BEARING

CONDITION	POSSIBLE CAUSES	POTENTIAL CORRECTIONS
FRONT END WHINE ON TURNS	1. Low Power Steering Fluid	1. Fill power steering fluid

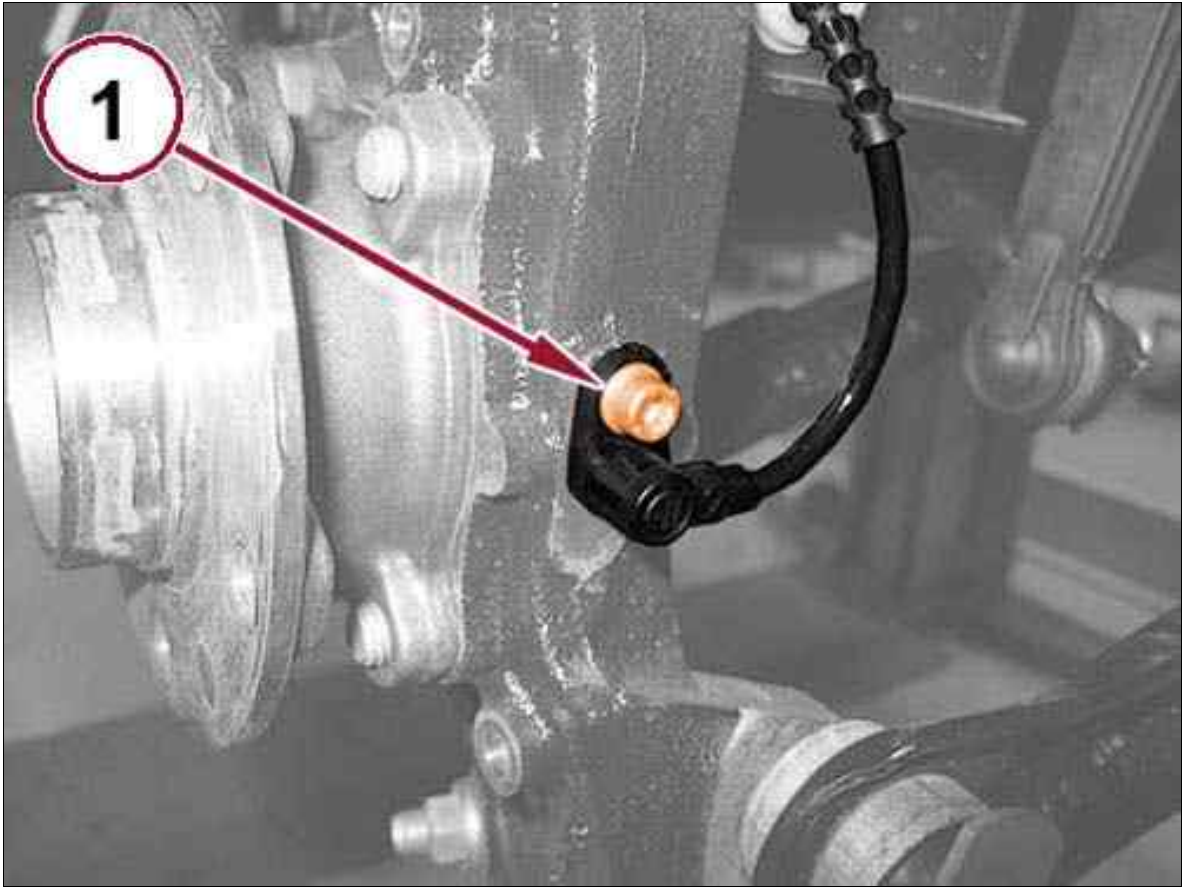
	Level (if applicable)	reservoir to proper level, check for leaks (make sure all air is bled from system fluid)
	2. Worn Tires and/or Incorrect Wheel Alignment	2. Replace Tires, Check And Reset Wheel Alignment
	3. Defective Wheel Bearing	3. Replace Wheel Bearing
	4. Wrong Power Steering Fluid (if applicable)	4. Replace With Correct Power Steering Fluid
FRONT END GROWL OR GRINDING ON TURNS	1. Loose Wheel Lug Nuts	1. Verify Wheel Lug Nut Torque
	2. Engine Mount Grounding Against Frame Or Body Of Vehicle	2. Check For Engine Mount Hitting Frame Rail And Reposition Engine As Required
	3. Worn Tires and/or Incorrect Wheel Alignment	3. Replace Tires, Check and Reset Wheel Alignment
	4. Defective Wheel Bearing	4. Replace Wheel Bearing
	5. Worn or Broken C/V Joint	5. Replace C/V Joint
	6. Engine Not Centered, Causing Axle Half Shaft to Bottom Out	6. Center the Engine
POPPING/CLICKING/SNAPPING DURING ACCELERATION AFTER DRIVE-TO-REVERSE SHIFT, REVERSE-TO-DRIVE SHIFT OR WHILE TURNING	1. Insufficient Hub Nut Torque	1. Torque Hub Nut to Spec
	2. Insufficient Grease on Mating Surface of Axle Half Shaft Outer C/V Joint to Wheel Hub/Bearing, or Worn/Damaged Gasket	2. Separate Half Shaft From Hub and Bearing and Wipe Mating Surfaces Clean. Apply Light Coating of Wheel Bearing Grease to C/V Joint Surface and Reassemble, or Replace Gasket. Torque Hub Nut to Spec
WHINE/HUM/ROAR WITH VEHICLE GOING STRAIGHT AT A CONSTANT SPEED	1. Worn Tires and/or Incorrect Wheel Alignment	1. Replace Tires and Reset Wheel Alignment
	2. Defective Wheel Bearing	2. Replace Wheel Bearing
GROWL OR GRINDING WITH VEHICLE GOING STRAIGHT AT A CONSTANT SPEED	1. Engine Mount Grinding Against Frame or Body	1. Check and Reposition Engine as Required
	2. Defective Wheel Bearing	2. Replace Wheel Bearing
	3. Worn or Broken C/V Joint	3. Replace C/V Joint

HUB AND BEARING > REMOVAL AND INSTALLATION > 4X2 > REMOVAL - 4X2

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .

3. Remove the rear brake rotor. Refer to ROTOR, BRAKE, REMOVAL AND INSTALLATION .

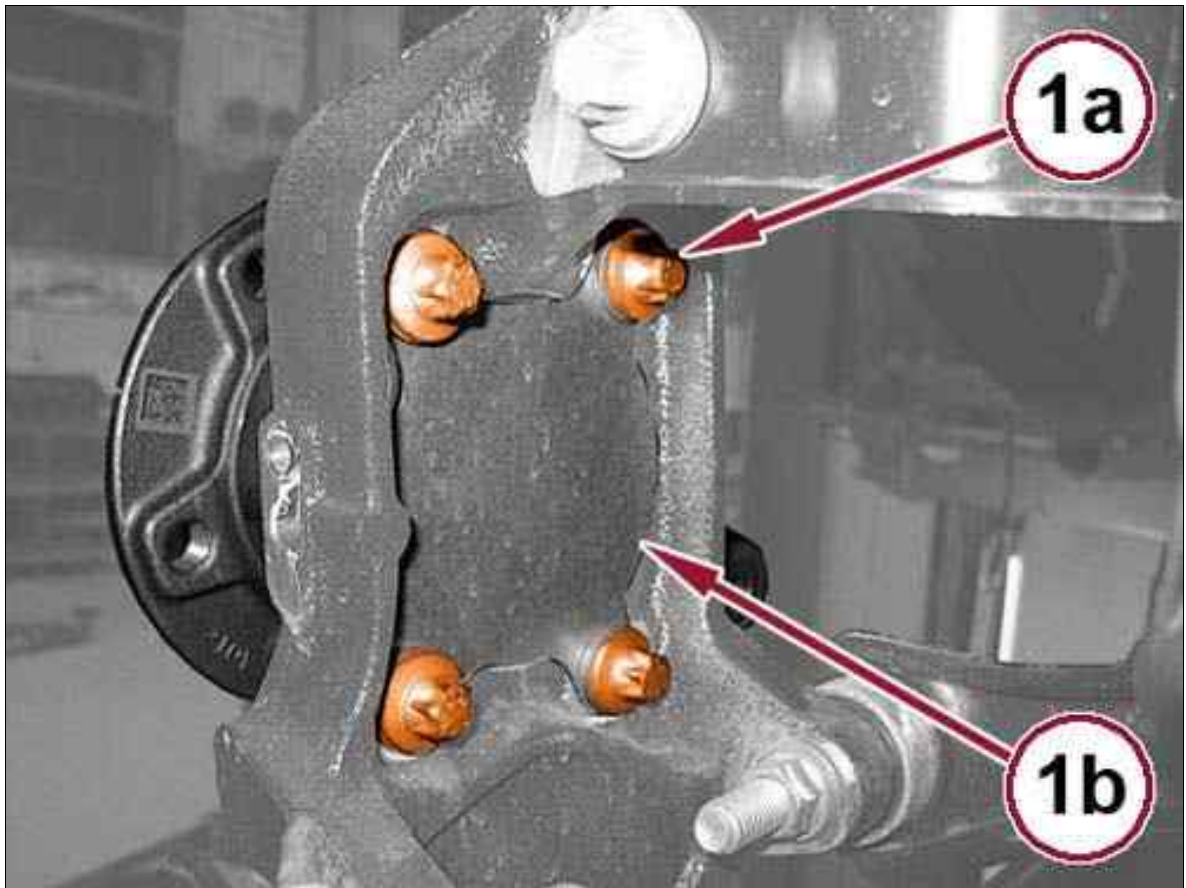
Fig 1: Wheel Speed Sensor Bolt



Courtesy of CHRYSLER GROUP, LLC

4. Remove the wheel speed sensor to knuckle bolt (1), and remove the wheel speed sensor head.

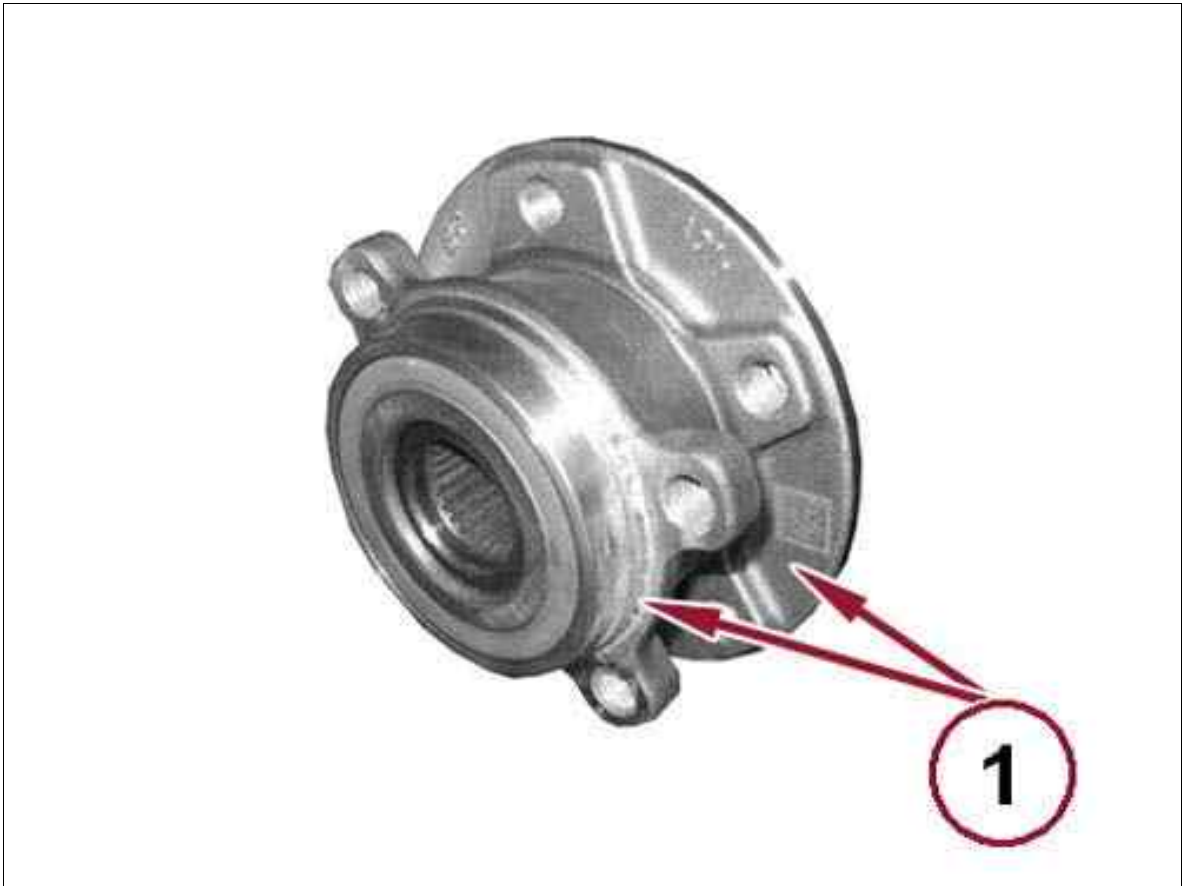
Fig 2: Hub And Bearing Bolts



Courtesy of CHRYSLER GROUP, LLC

5. Remove the hub and bearing to knuckle bolts (1a), and remove the closeout flange (1b).

Fig 3: Hub And Bearing Assembly

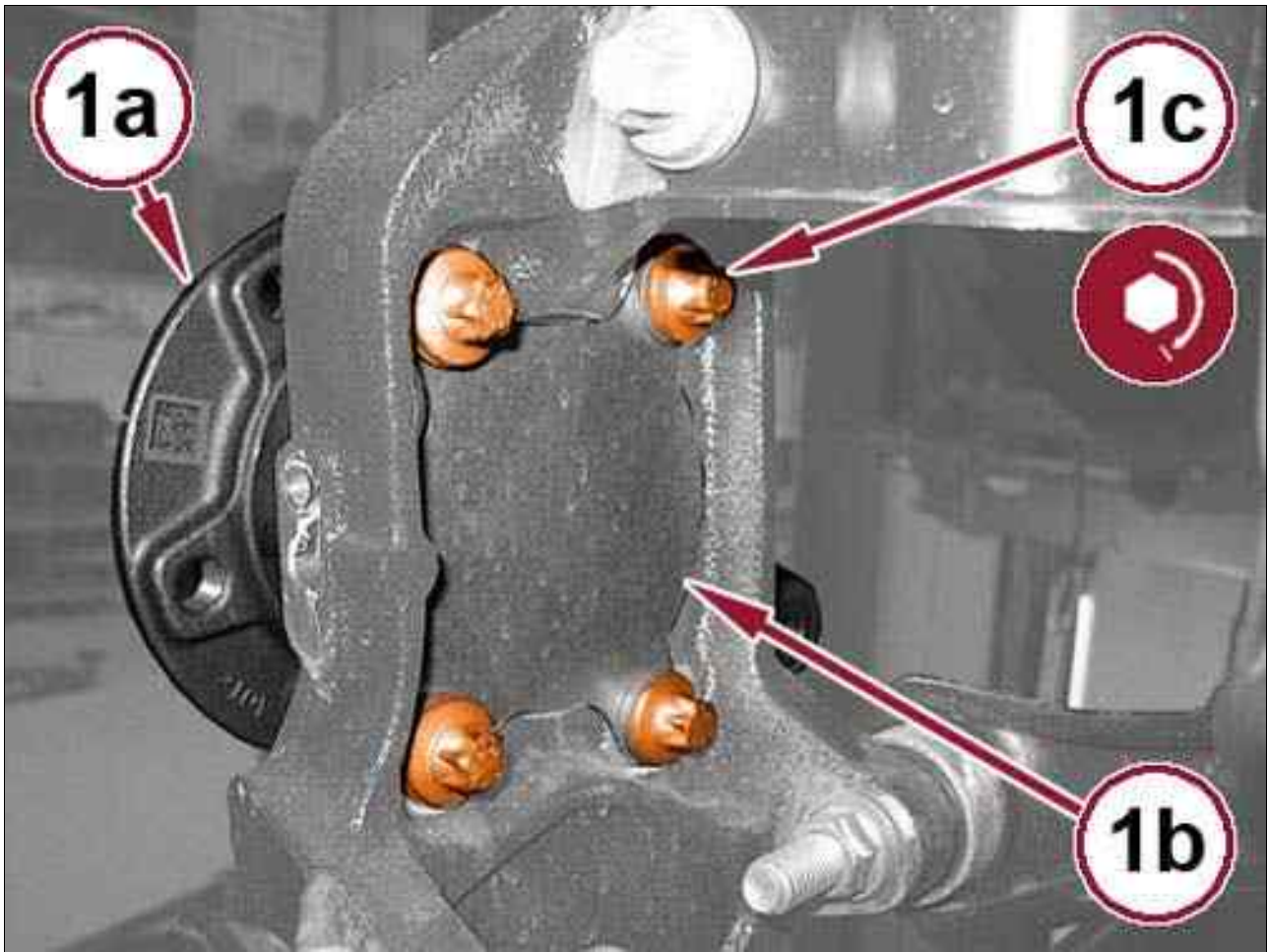


Courtesy of CHRYSLER GROUP, LLC

6. Remove the hub and bearing from the vehicle (1).

HUB AND BEARING > REMOVAL AND INSTALLATION > 4X2 > INSTALLATION - 4X2

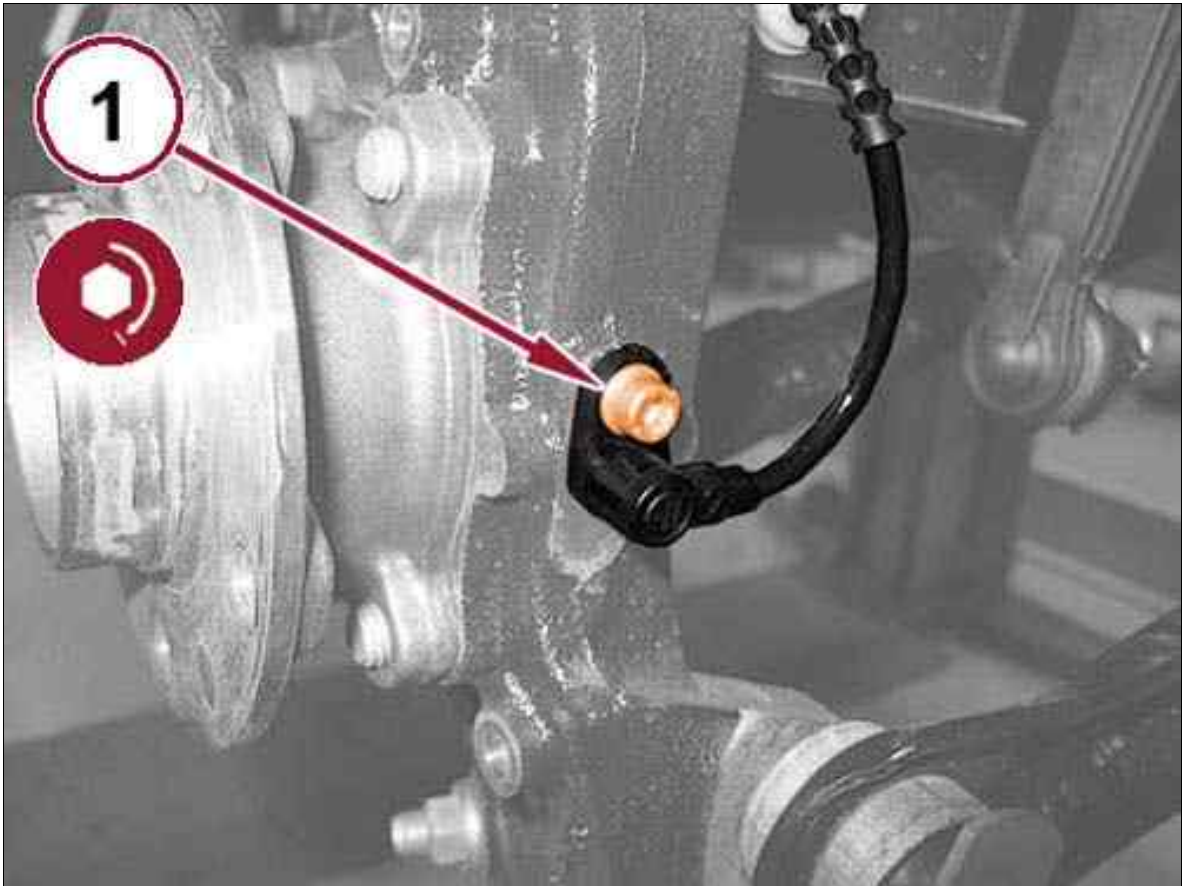
Fig 1: Hub And Bearing, Closeout Flange & Bolts



Courtesy of CHRYSLER GROUP, LLC

1. Position the hub and bearing (1a) into the knuckle.
2. Install the closeout flange (1b) and the hub and bearing bolts (1c). Tighten the hub and bearing to knuckle bolts to the proper specification. Refer to SPECIFICATIONS .

Fig 2: Wheel Speed Sensor Bolt



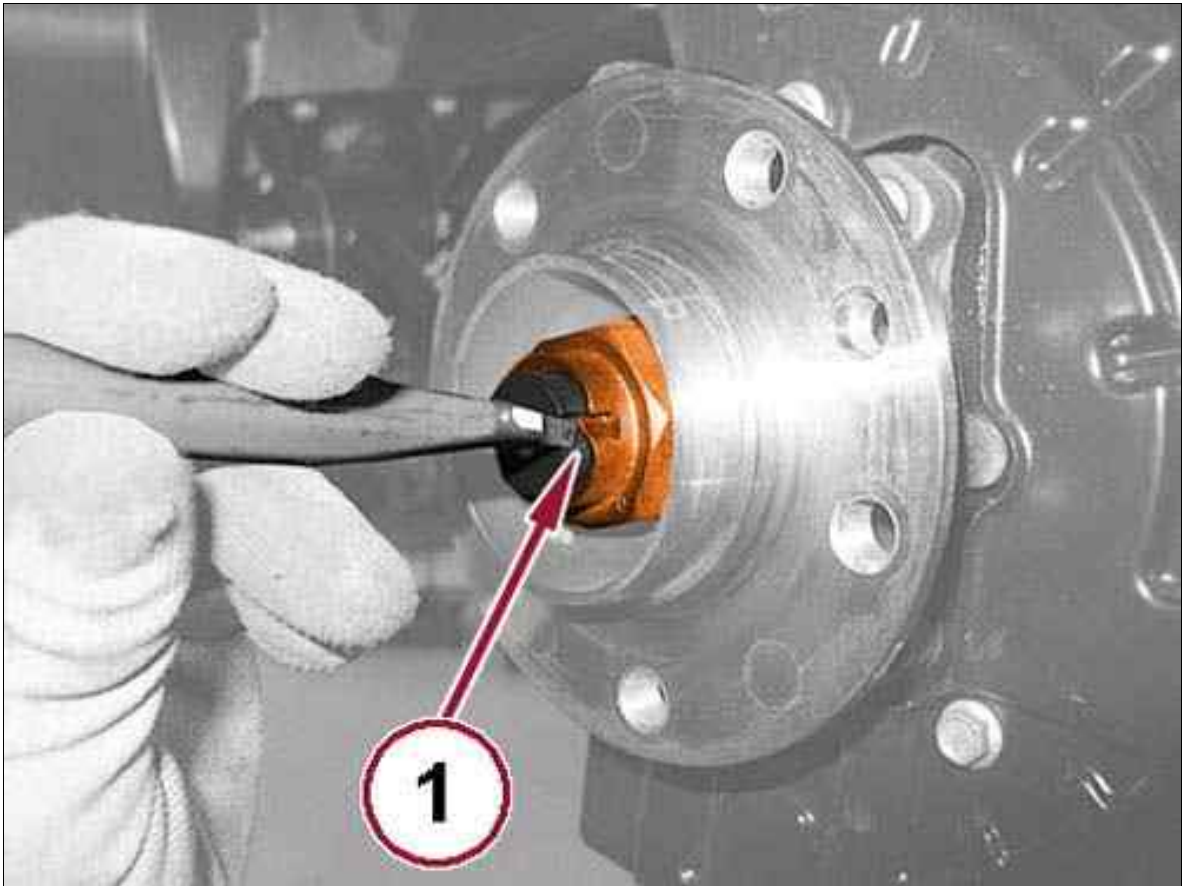
Courtesy of CHRYSLER GROUP, LLC

3. Install the wheel speed sensor head in to the knuckle. Install and tighten the wheel speed sensor to knuckle nut to the proper specification. Refer to SPECIFICATIONS .
4. Install the rear brake rotor. Refer to ROTOR, BRAKE, REMOVAL AND INSTALLATION .
5. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
6. Remove the support and lower the vehicle.

HUB AND BEARING > REMOVAL AND INSTALLATION > 4X4 > REMOVAL - 4X4

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
3. Remove the rear brake rotor. Refer to ROTOR, BRAKE, REMOVAL AND INSTALLATION .

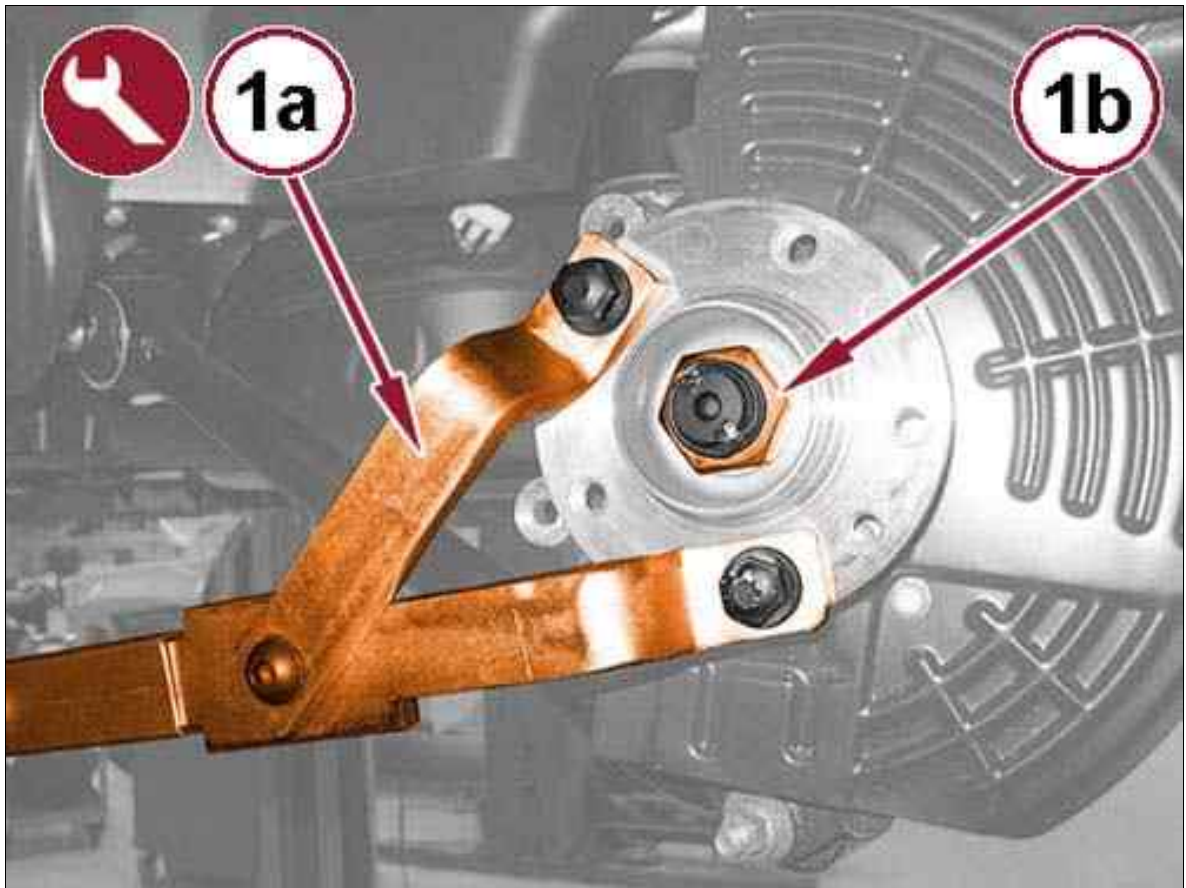
Fig 1: Unstaking Hub Nut



Courtesy of CHRYSLER GROUP, LLC

4. With the appropriate tool, unstake the hub nut (1).

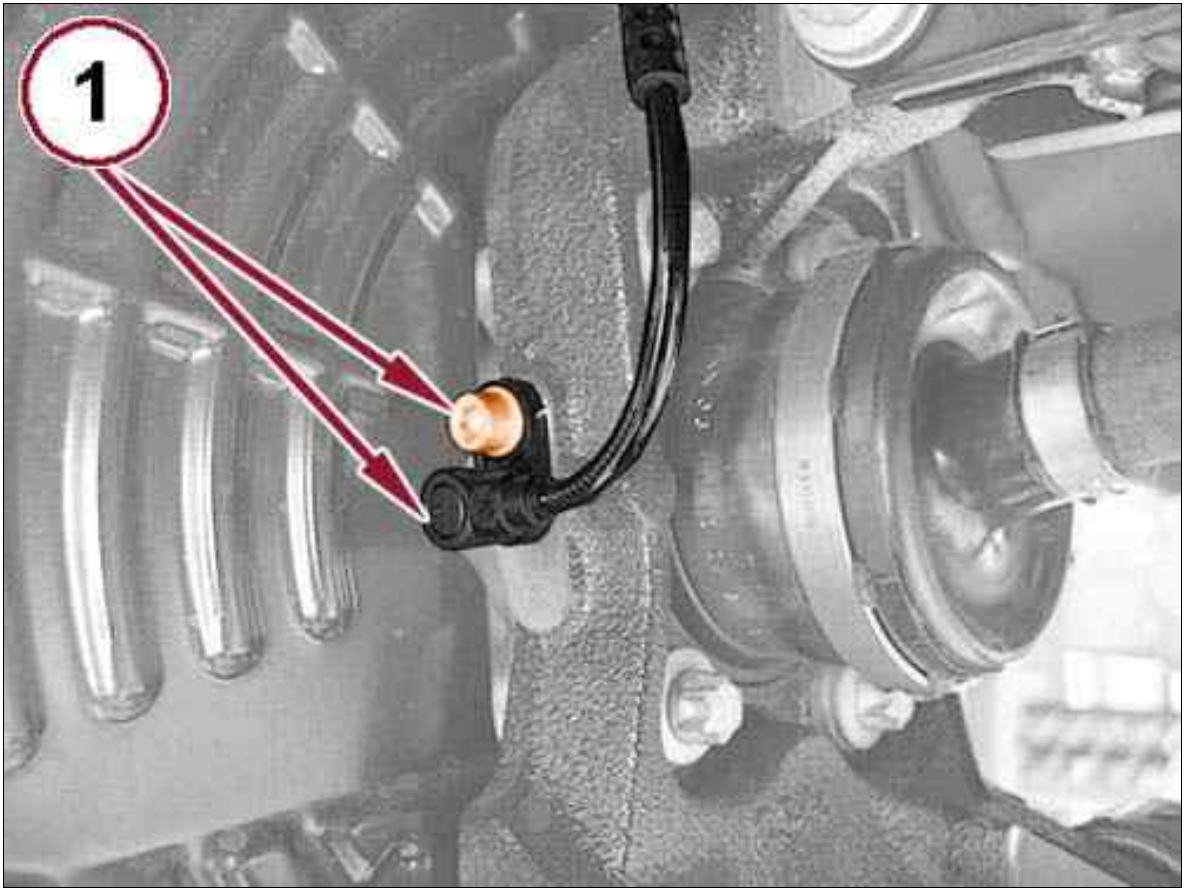
Fig 2: Hub Nut & Special Tool



Courtesy of CHRYSLER GROUP, LLC

5. Install the special tool 1870815000 (1a), and remove the hub nut (1b).

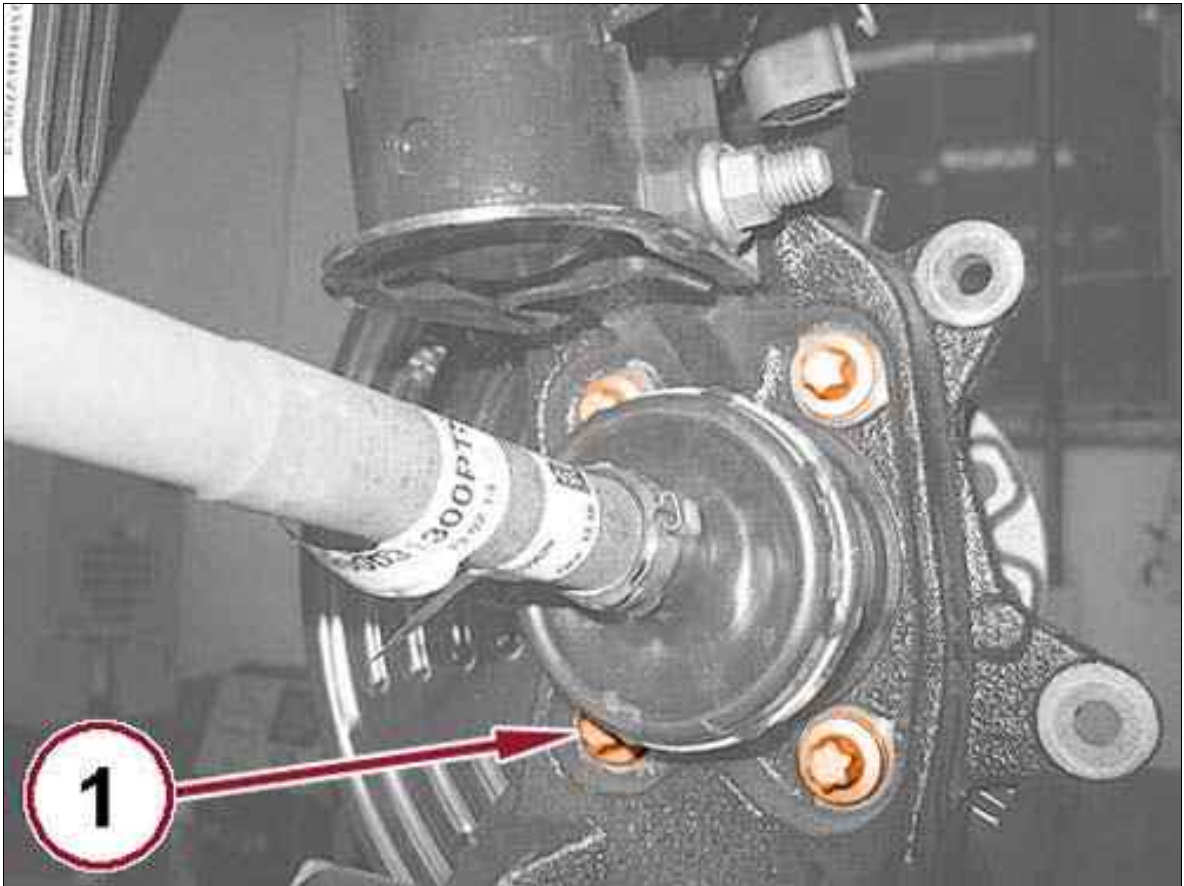
Fig 3: Wheel Speed Sensor Bolt



Courtesy of CHRYSLER GROUP, LLC

6. Remove the wheel speed sensor to knuckle bolt (1), and remove the wheel speed sensor head.

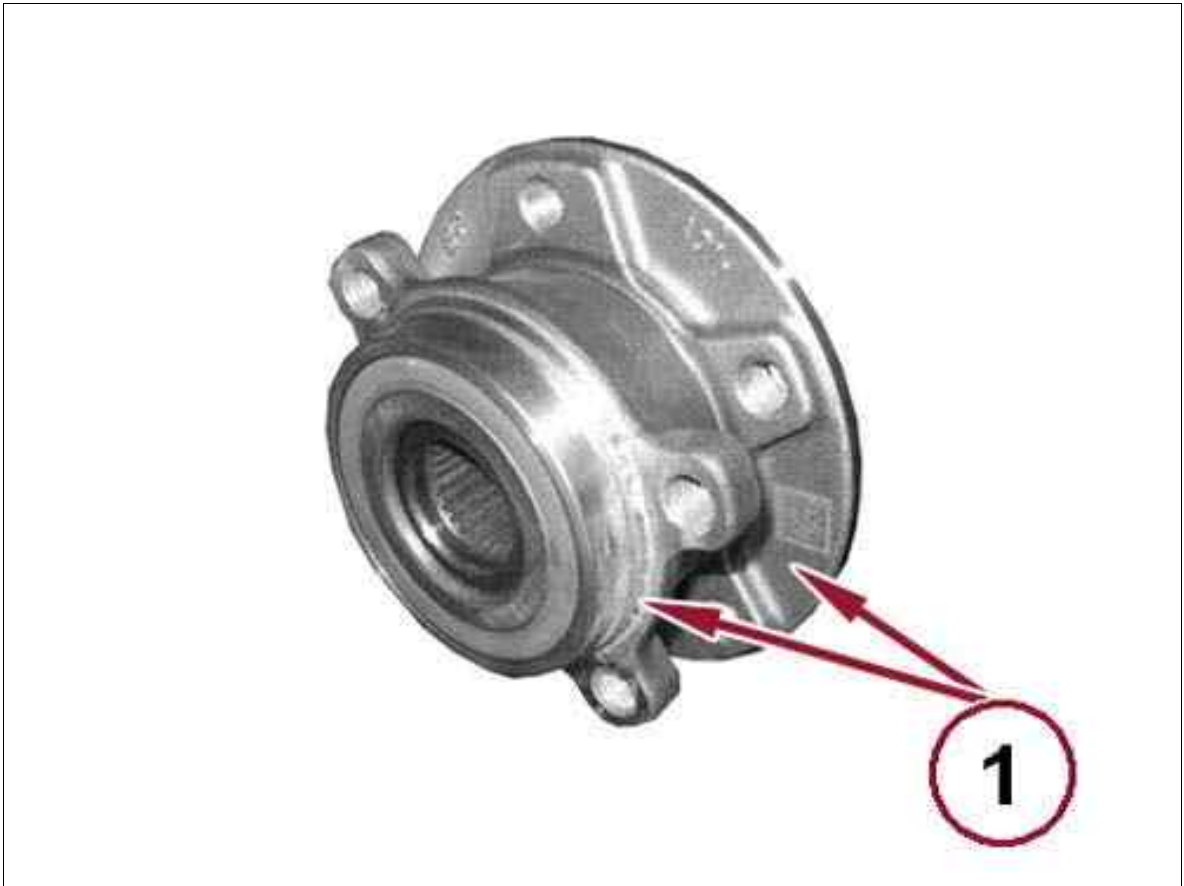
Fig 4: Hub And Bearing Bolts



Courtesy of CHRYSLER GROUP, LLC

7. Remove the hub and bearing to knuckle bolts (1).

Fig 5: Hub And Bearing Assembly

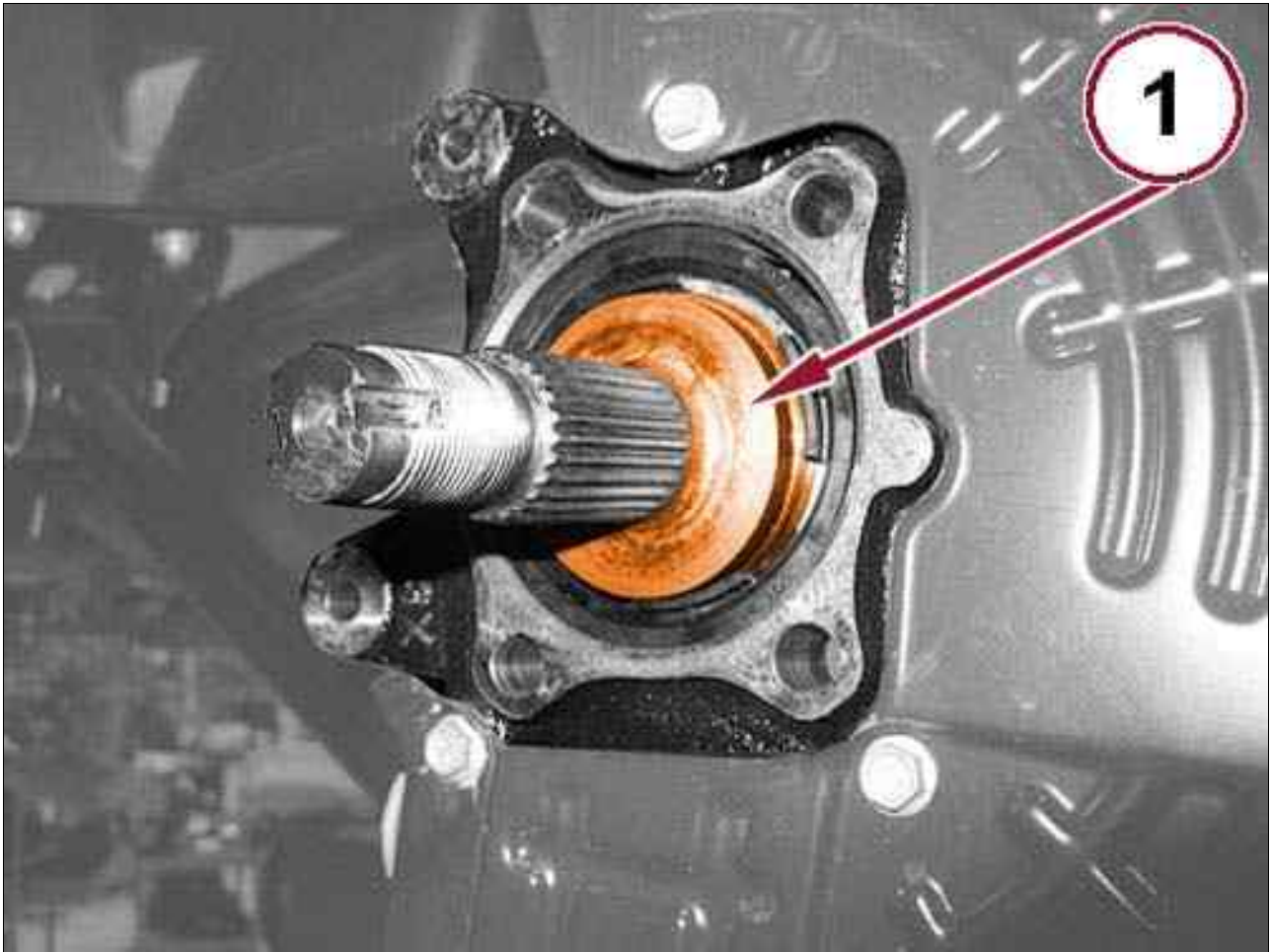


Courtesy of CHRYSLER GROUP, LLC

8. Remove the hub and bearing from the vehicle (1).

HUB AND BEARING > REMOVAL AND INSTALLATION > 4X4 > INSTALLATION - 4X4

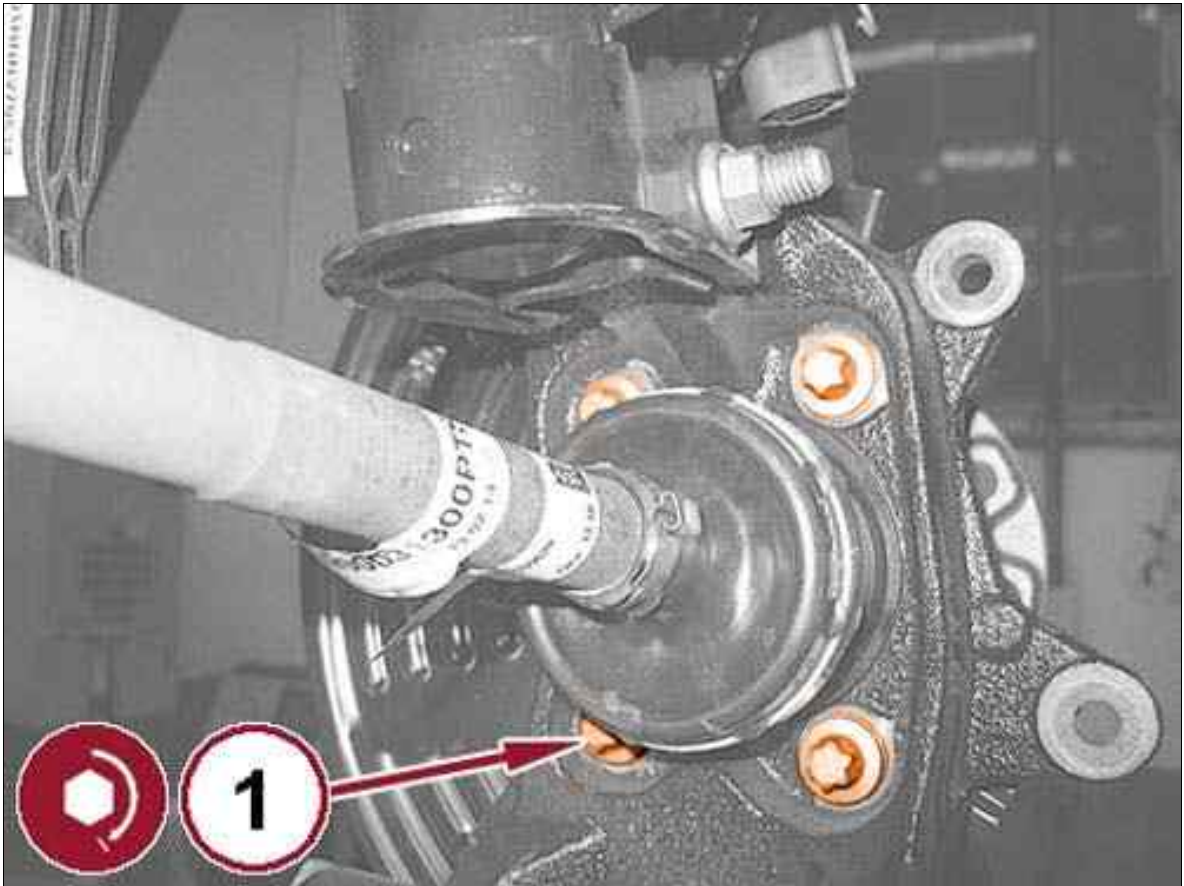
Fig 1: Dust Cover



Courtesy of CHRYSLER GROUP, LLC

1. Make sure the dust cover (1) is mounted correctly to the CV joint.

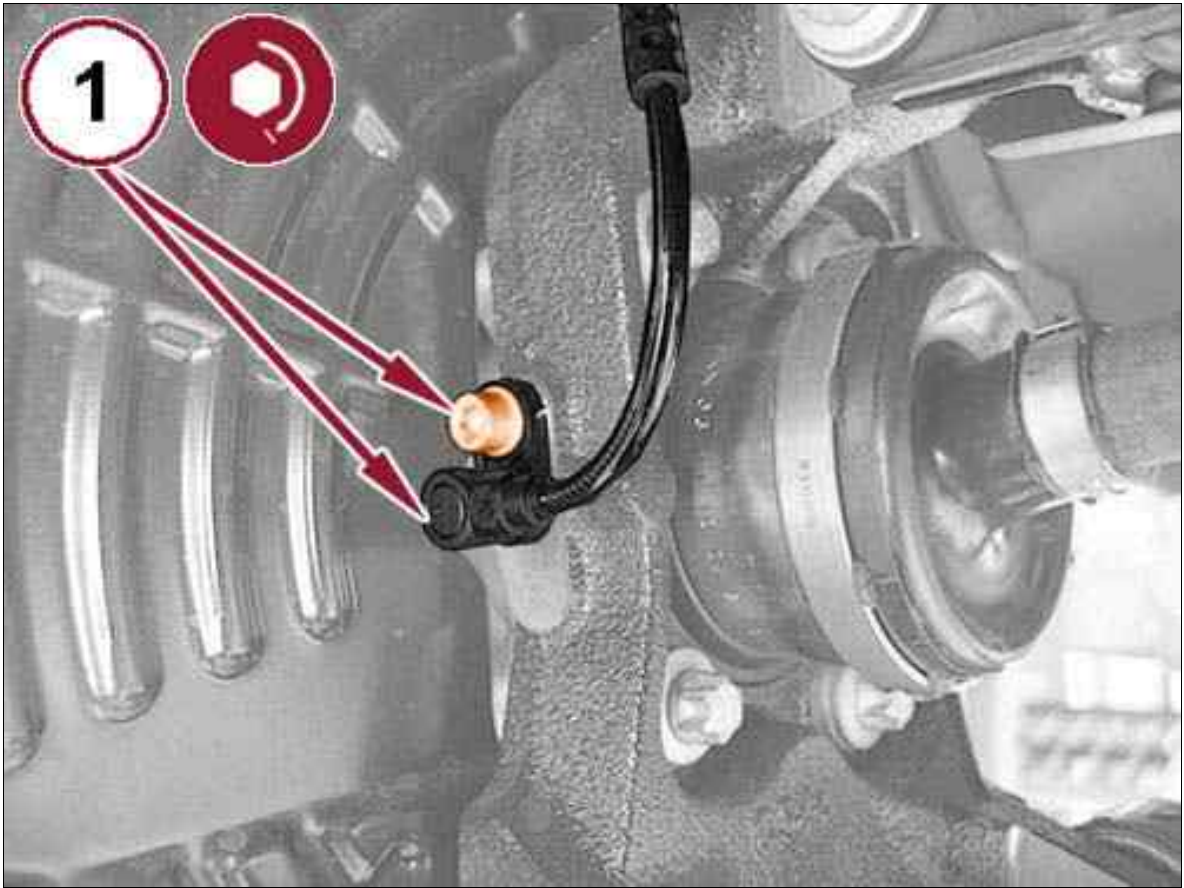
Fig 2: Hub And Bearing Bolts



Courtesy of CHRYSLER GROUP, LLC

2. Position the hub and bearing into the knuckle.
3. Install the hub and bearing bolts (1). Tighten the hub and bearing to knuckle bolts to the proper specification. Refer to SPECIFICATIONS .

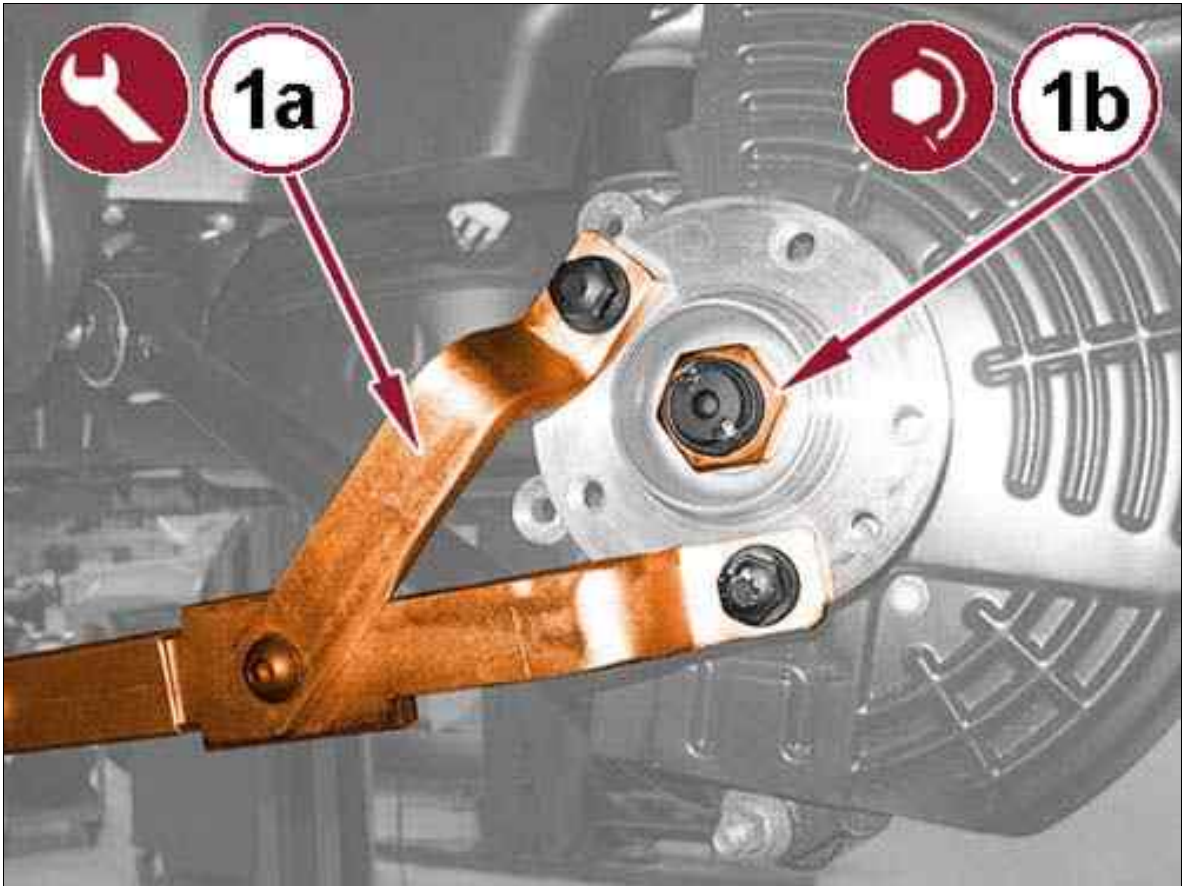
Fig 3: Wheel Speed Sensor Bolt



Courtesy of CHRYSLER GROUP, LLC

4. Install the wheel speed sensor head in to the knuckle. Install and tighten the wheel speed sensor to knuckle bolt (1) to the proper specification. Refer to SPECIFICATIONS .

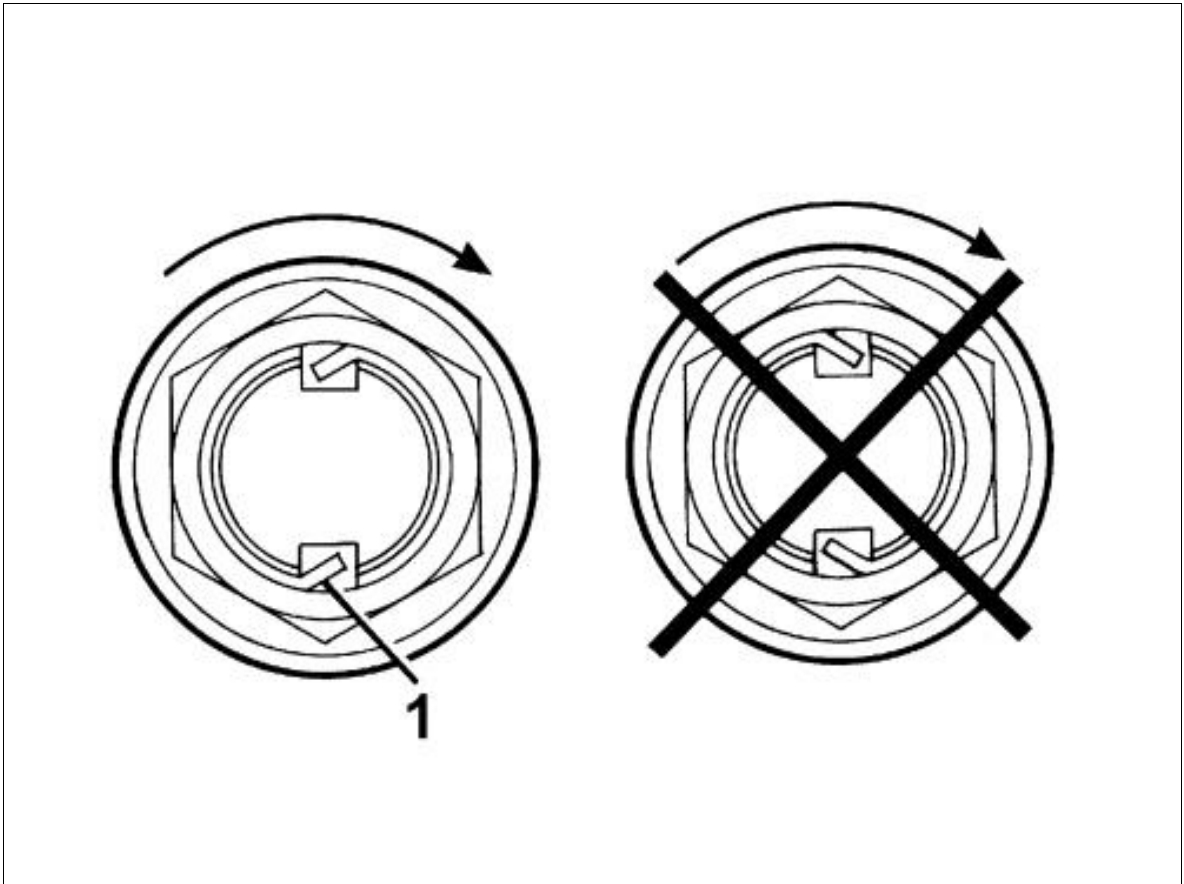
Fig 4: Hub Nut & Special Tool



Courtesy of CHRYSLER GROUP, LLC

5. Install the special tool 1870815000 (1a), and install the **NEW** hub nut (1b) to the proper specification. Refer to SPECIFICATIONS .

Fig 5: Correct Hub Nut Staking



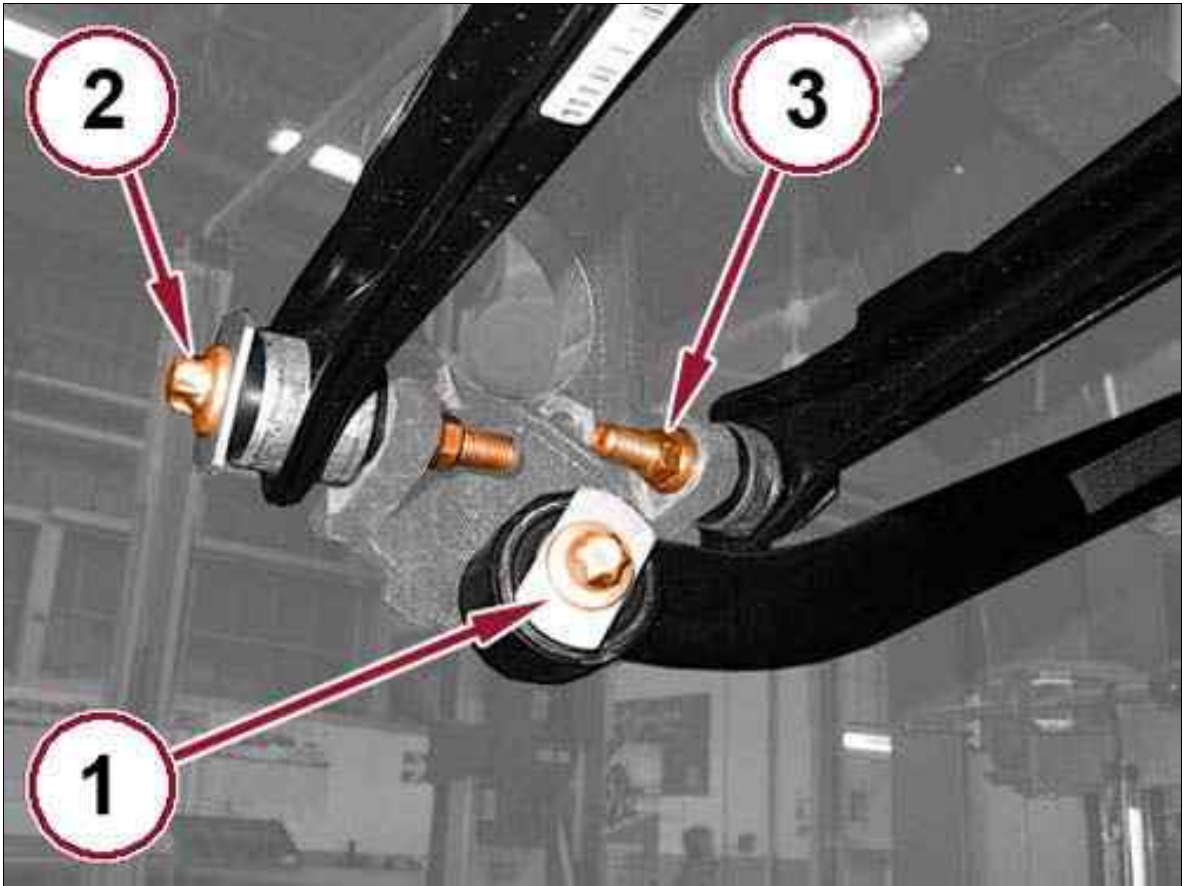
Courtesy of CHRYSLER GROUP, LLC

6. Stake the hub nut as shown in illustration.
7. Install the rear brake rotor. Refer to ROTOR, BRAKE, REMOVAL AND INSTALLATION .
8. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
9. Remove the support and lower the vehicle.

KNUCKLE, REAR > REMOVAL AND INSTALLATION > 4X2 > REMOVAL

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
3. Remove the hub and bearing assembly. Refer to HUB AND BEARING, REMOVAL AND INSTALLATION .

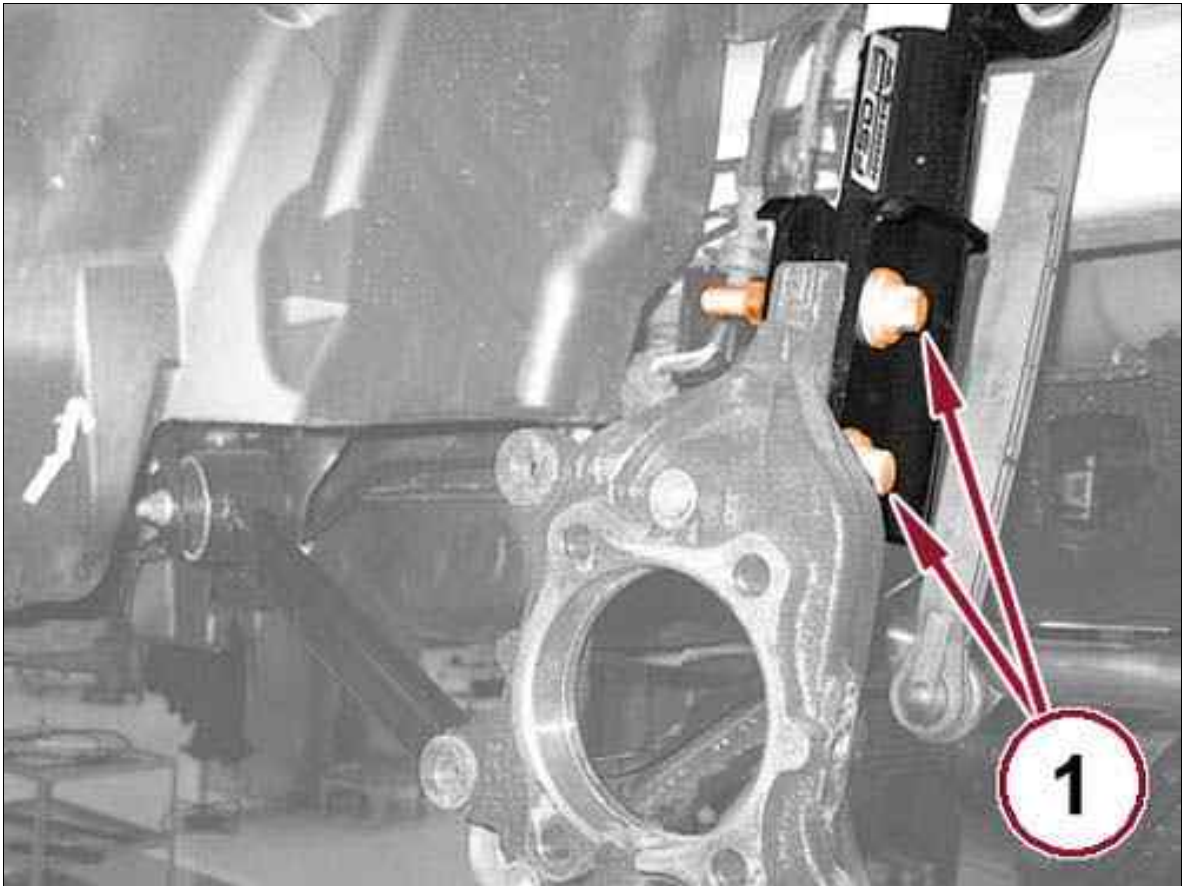
Fig 1: Rear Lower Control Arm, Front Lower Control Arm & Trailing Link Bolts



Courtesy of CHRYSLER GROUP, LLC

4. Remove the trailing link to knuckle bolt (1).
5. Remove the rear lower control arm to knuckle bolt (2).
6. Remove the front lower control arm to knuckle bolt (3).

Fig 2: Strut Bolts

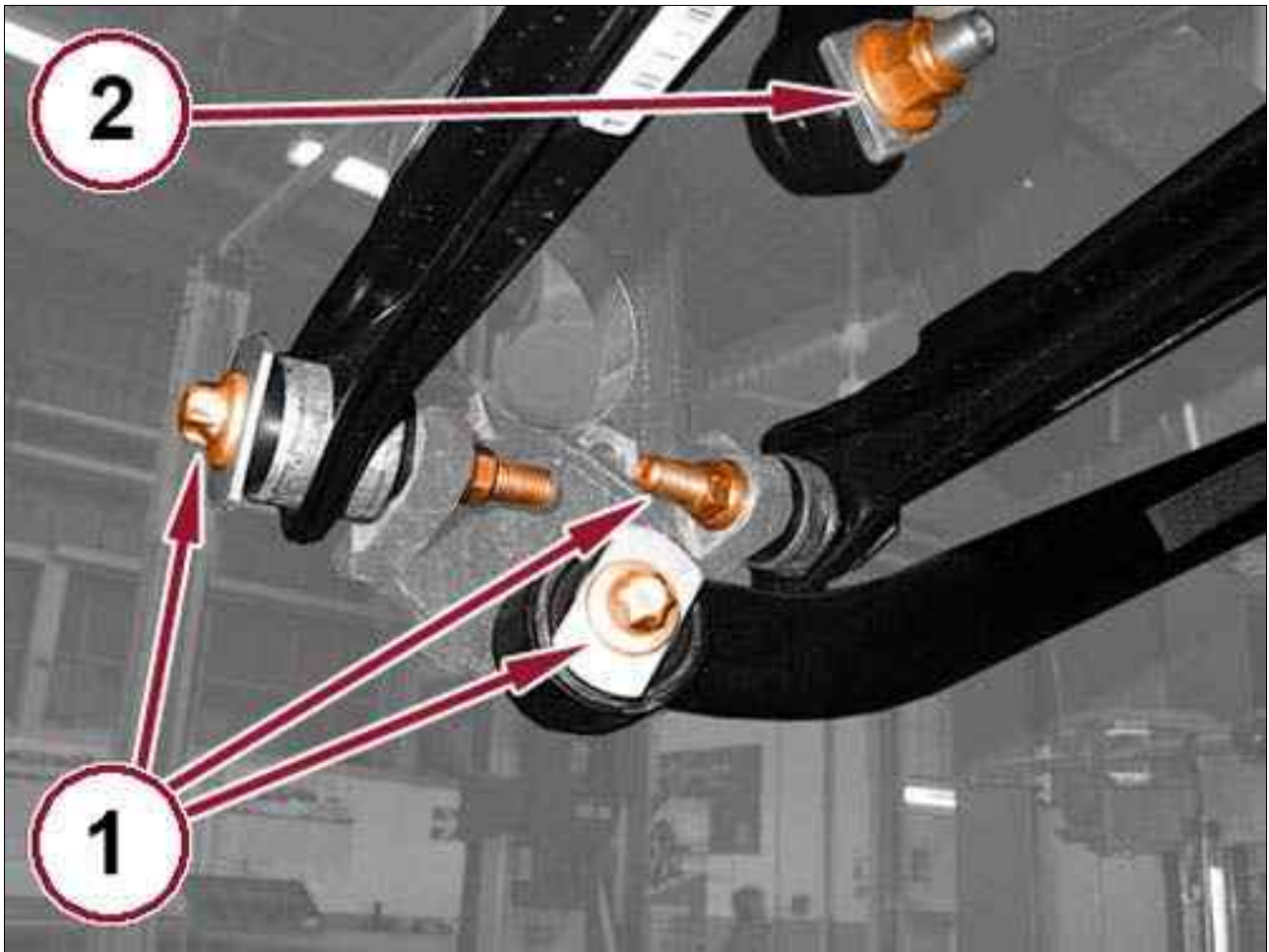


Courtesy of CHRYSLER GROUP, LLC

7. Remove the strut to knuckle bolts (1), and remove the knuckle.

KNUCKLE, REAR > REMOVAL AND INSTALLATION > 4X2 > INSTALLATION

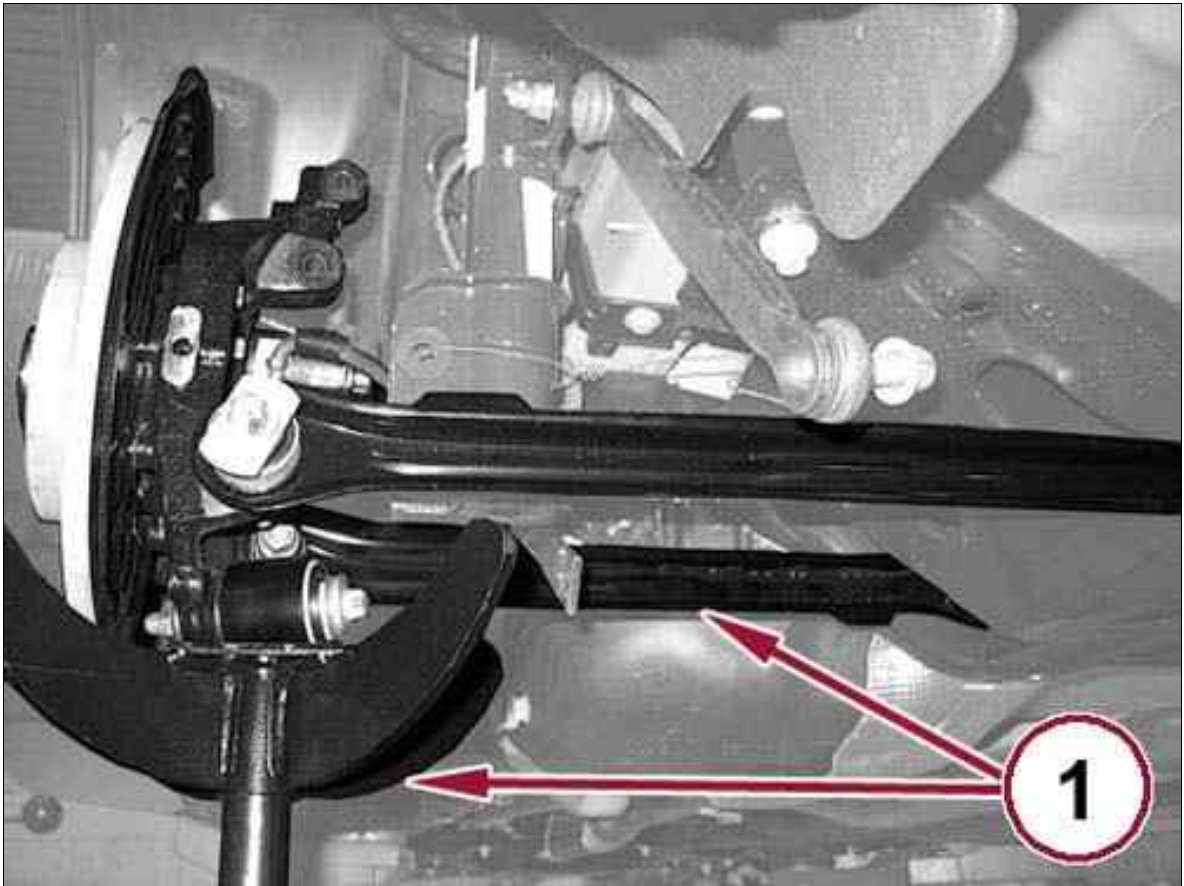
Fig 1: Both Lower Control Arms & Trailing Link Bolts



Courtesy of CHRYSLER GROUP, LLC

1. Position the knuckle to both lower control arms and the trailing link, install the bolts but **DO NOT TIGHTEN AT THIS TIME.**
2. Place a jack under the knuckle.

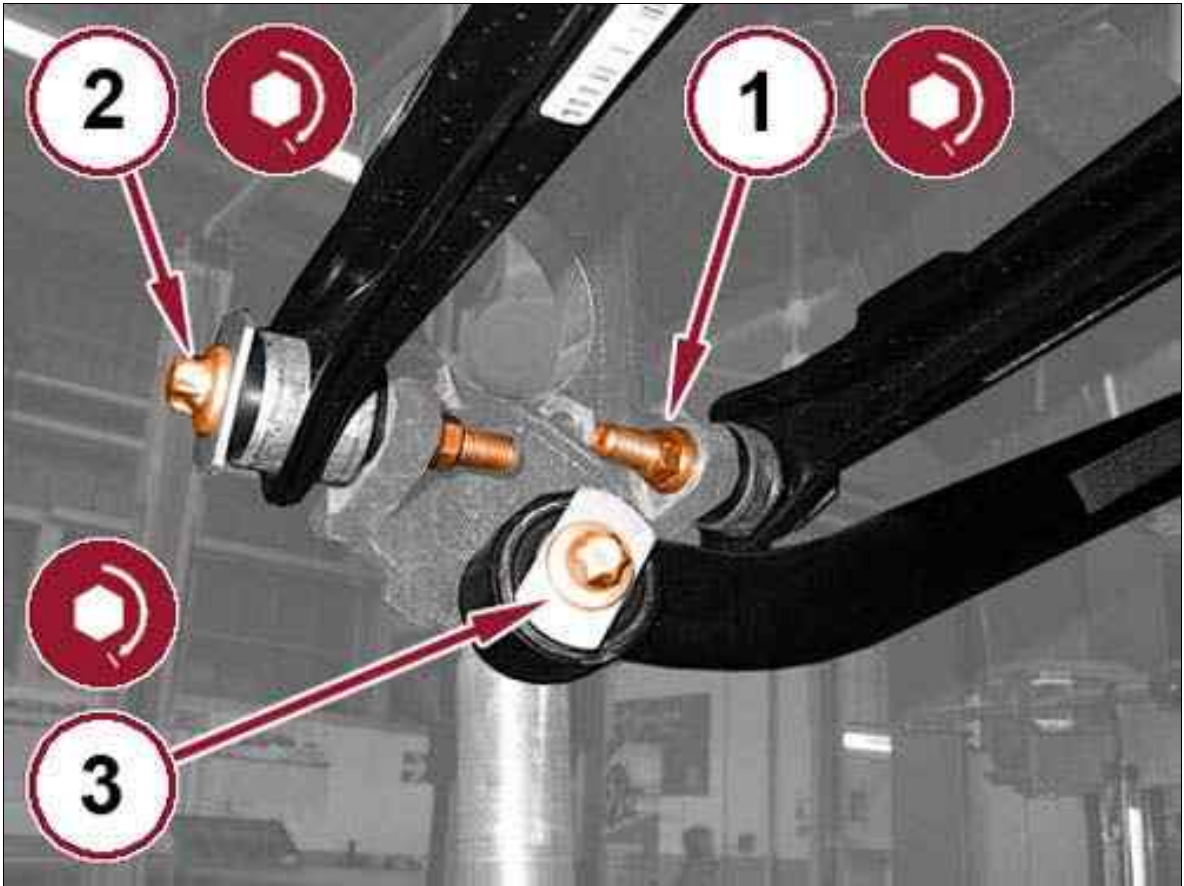
Fig 2: Raising Rear Suspension



Courtesy of CHRYSLER GROUP, LLC

3. Lift the knuckle assembly (1) up to specification. Refer to WHEEL ALIGNMENT, SPECIFICATIONS .

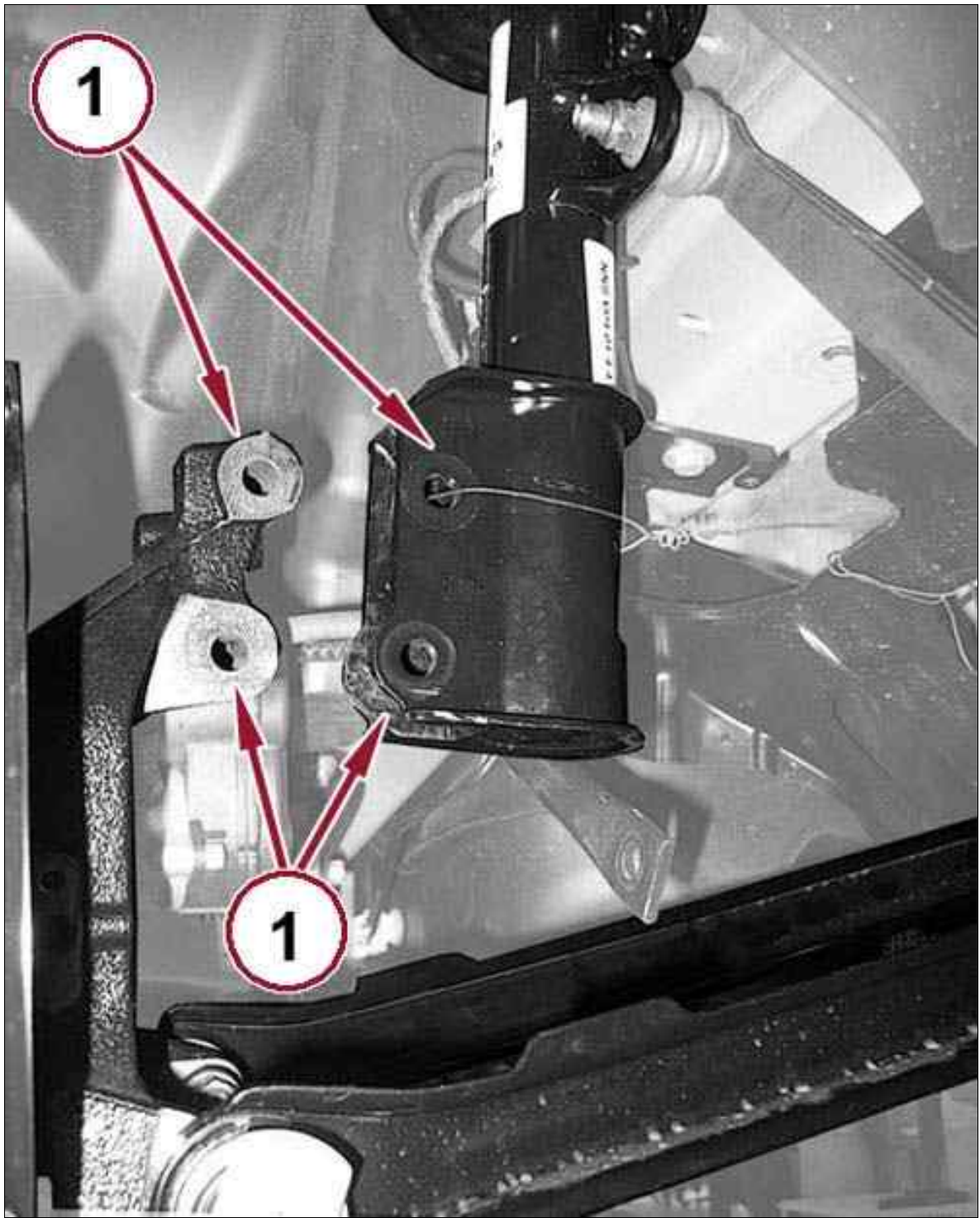
Fig 3: Rear Lower Control Arm, Front Lower Control Arm & Trailing Link Bolts



Courtesy of CHRYSLER GROUP, LLC

4. Tighten the front lower control arm to knuckle bolt (1) to the proper specification. Refer to SPECIFICATIONS .
5. Tighten the rear lower control arm to knuckle bolt (2) to the proper specification. Refer to SPECIFICATIONS .
6. Tighten the trailing link to knuckle bolt (3) to the proper specification. Refer to SPECIFICATIONS .

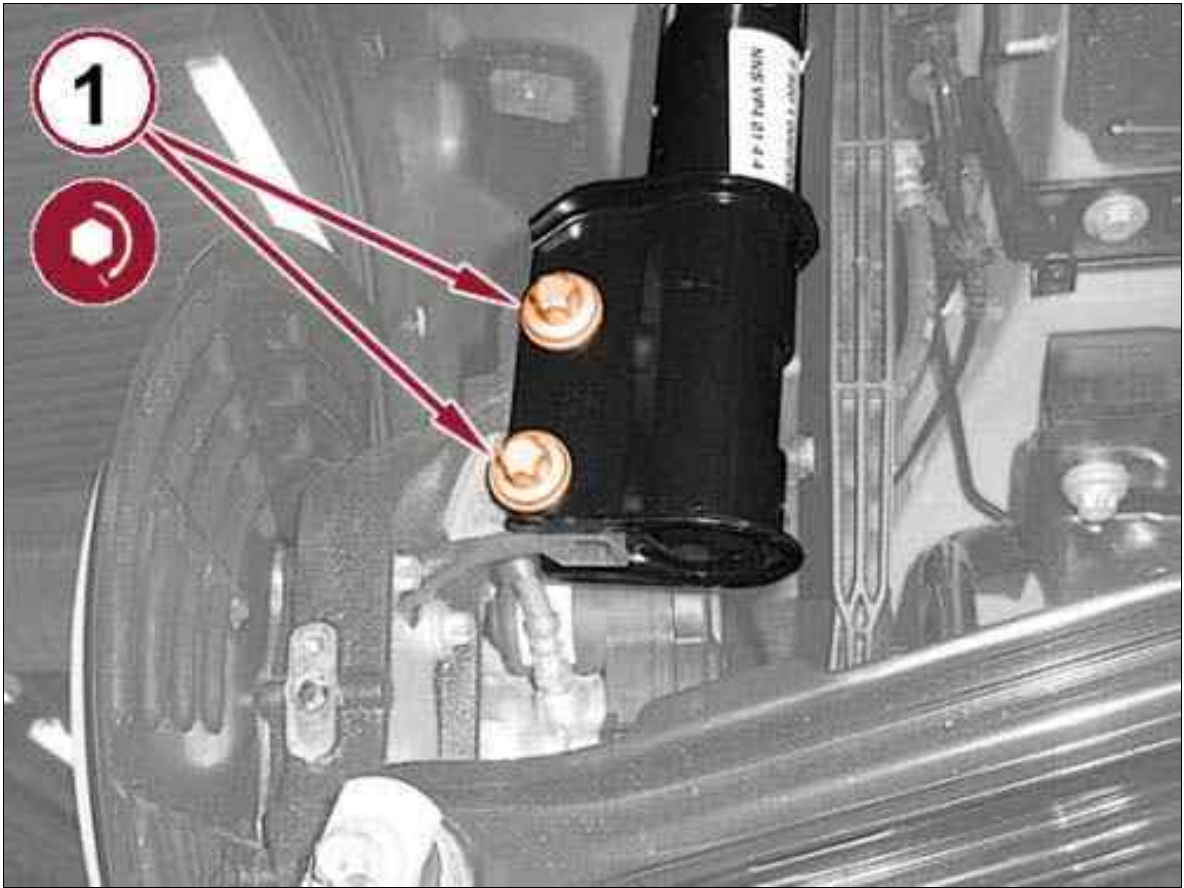
Fig 4: Strut & Knuckle



Courtesy of CHRYSLER GROUP, LLC

7. Lower the jack until the knuckle and the strut (1) line up, and install the strut to knuckle bolts.

Fig 5: Strut Bolts



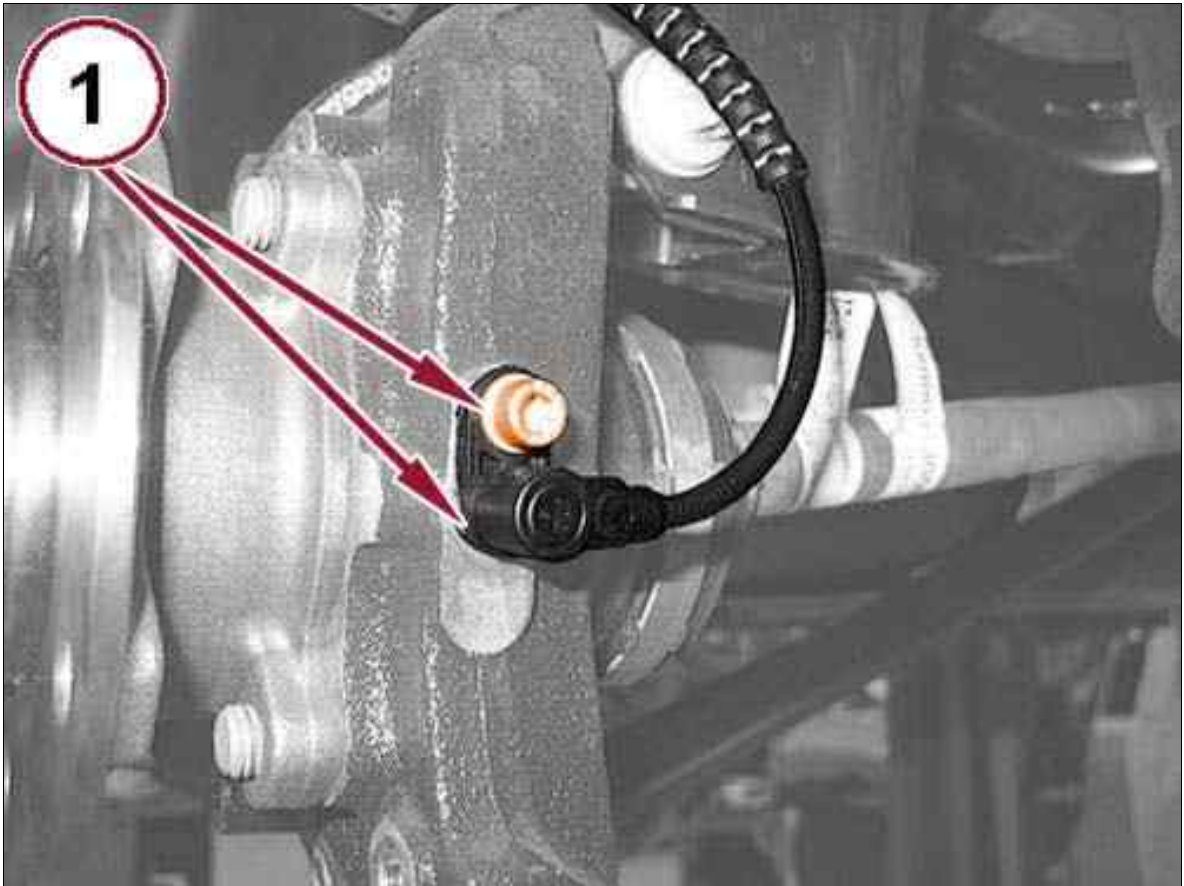
Courtesy of CHRYSLER GROUP, LLC

8. Tighten the strut to knuckle bolts (1) to the proper specification. Refer to SPECIFICATIONS .
9. Install the hub and bearing assembly. Refer to HUB AND BEARING, REMOVAL AND INSTALLATION .
10. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
11. Remove the support and lower the vehicle.
12. Perform an alignment. Refer to WHEEL ALIGNMENT, STANDARD PROCEDURE .

KNUCKLE, REAR > REMOVAL AND INSTALLATION > 4X4 > REMOVAL

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
3. Remove the rear brake rotor. Refer to ROTOR, BRAKE, REMOVAL AND INSTALLATION .
4. Remove the rear hub nut. Refer to HUB AND BEARING, REMOVAL AND INSTALLATION .

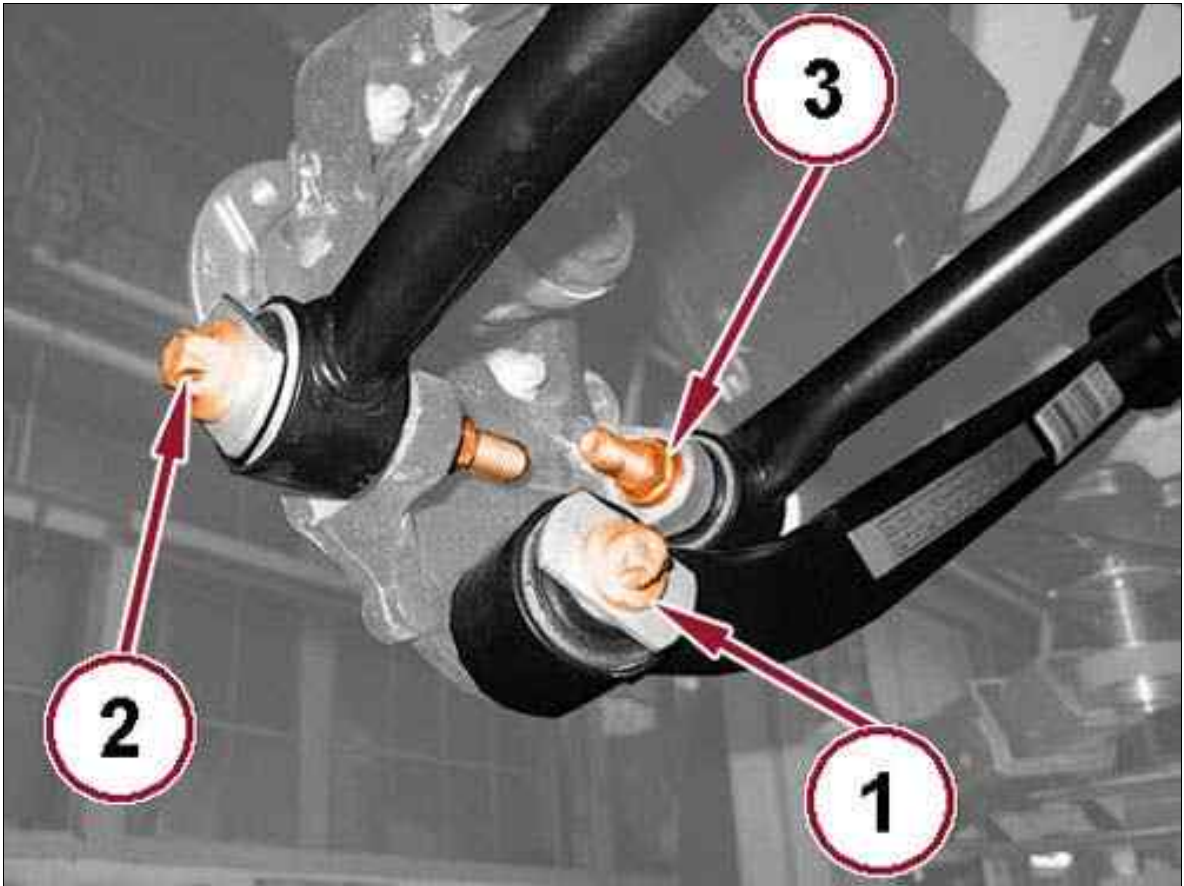
Fig 1: Wheel Speed Sensor Bolt



Courtesy of CHRYSLER GROUP, LLC

5. Remove the wheel speed sensor to knuckle bolt (1), and remove the wheel speed sensor head.

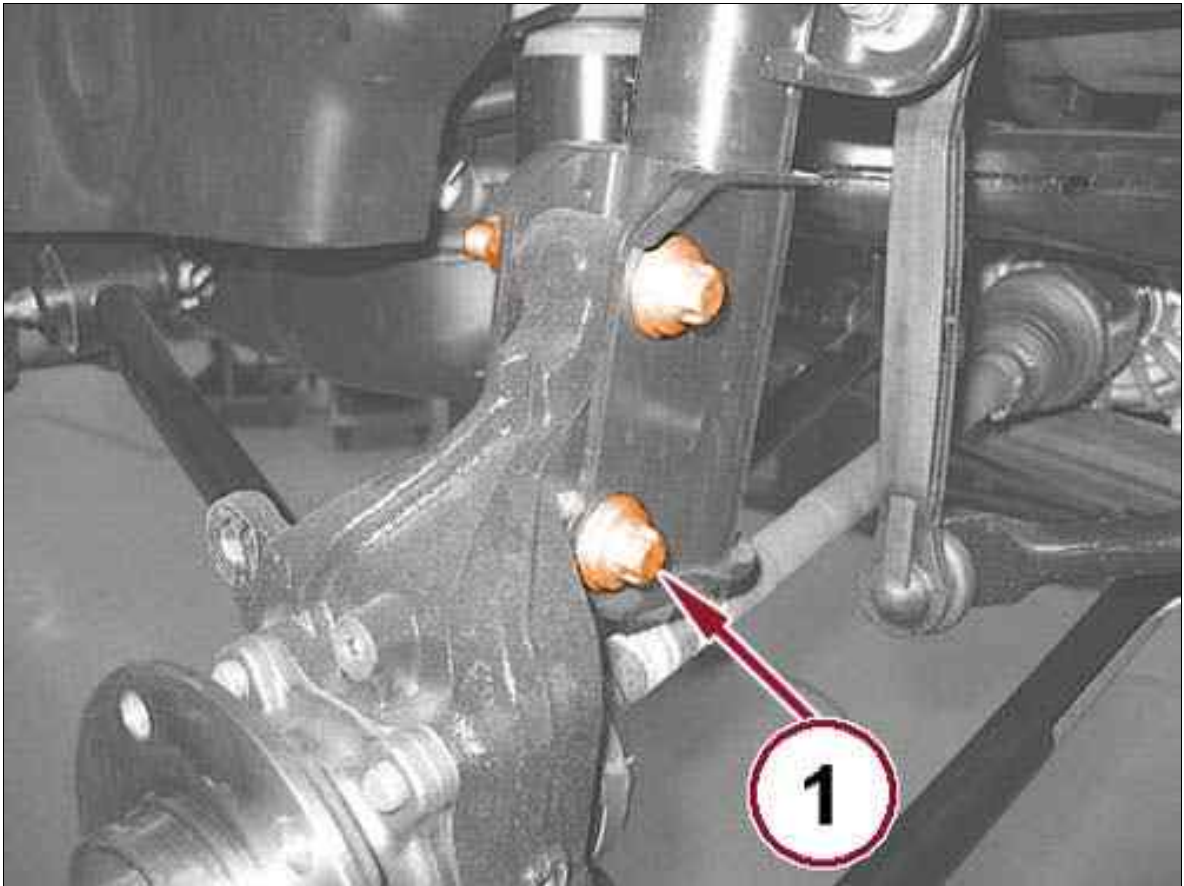
Fig 2: Rear Lower Control Arm, Front Lower Control Arm & Trailing Link Bolts



Courtesy of CHRYSLER GROUP, LLC

6. Remove the trailing link to knuckle bolt (1).
7. Remove the rear lower control arm to knuckle bolt (2).
8. Remove the front lower control arm to knuckle bolt (3).

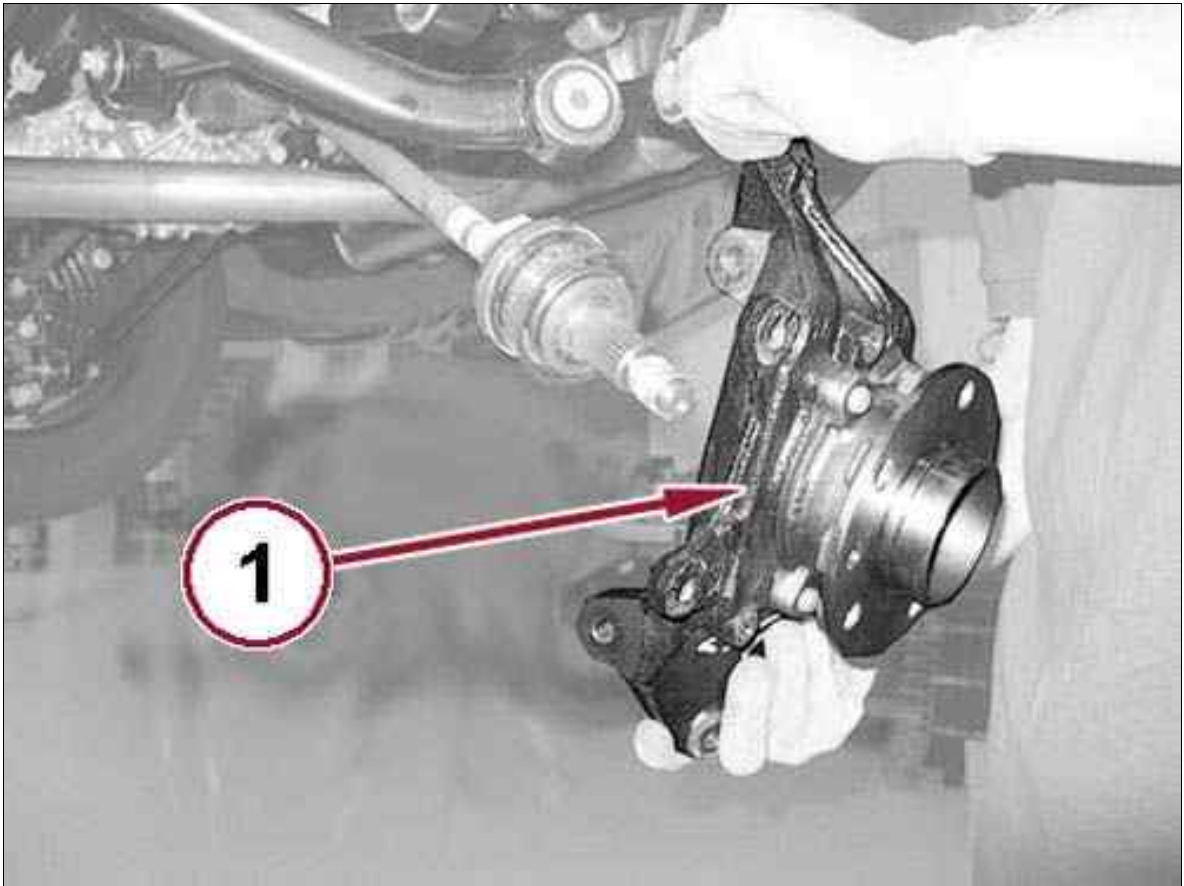
Fig 3: Strut Bolts



Courtesy of CHRYSLER GROUP, LLC

9. Remove the strut to knuckle bolts (1).

Fig 4: Knuckle Assembly

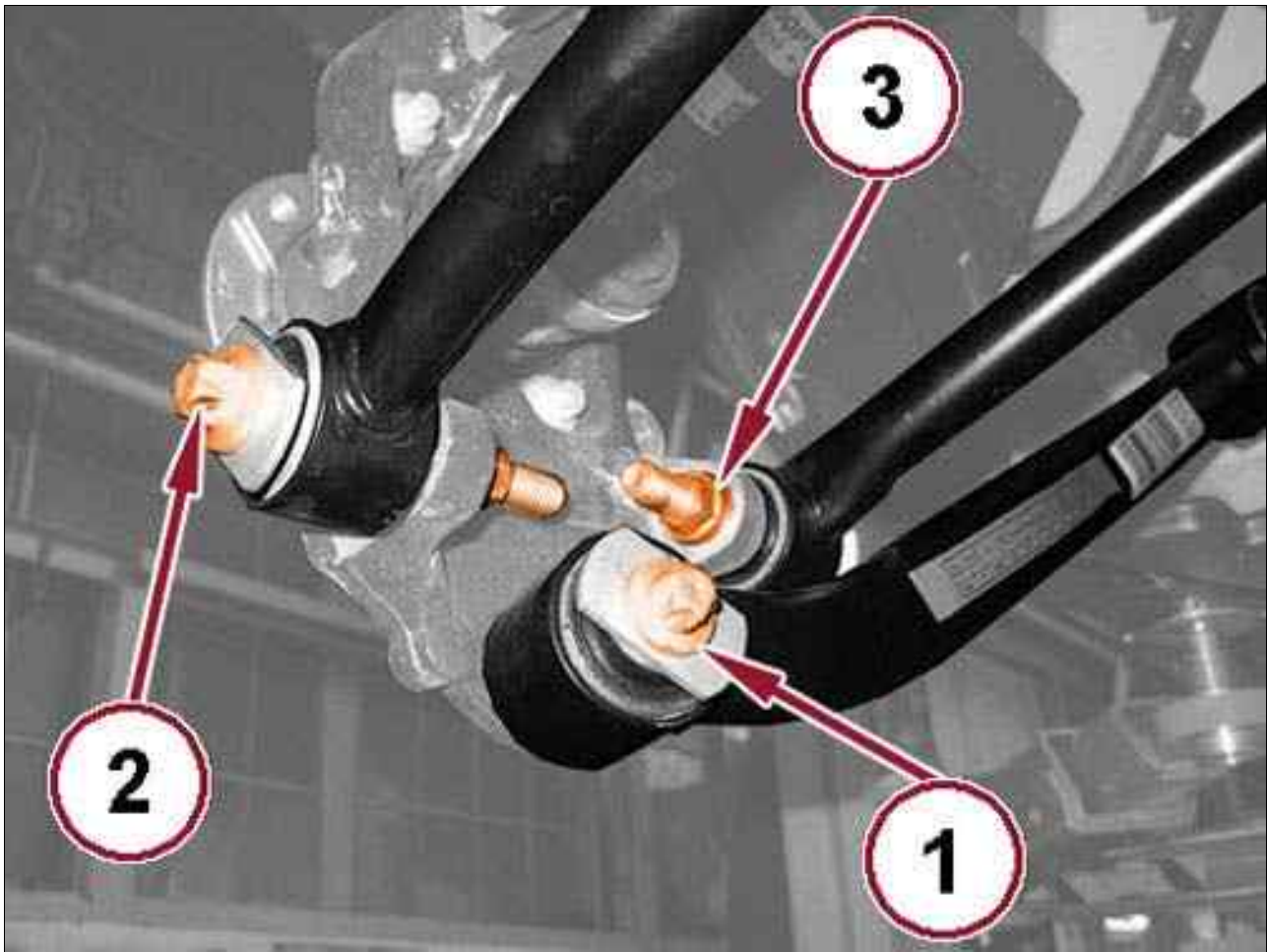


Courtesy of CHRYSLER GROUP, LLC

10. Remove the knuckle assembly (1) from the vehicle.

KNUCKLE, REAR > REMOVAL AND INSTALLATION > 4X4 > INSTALLATION

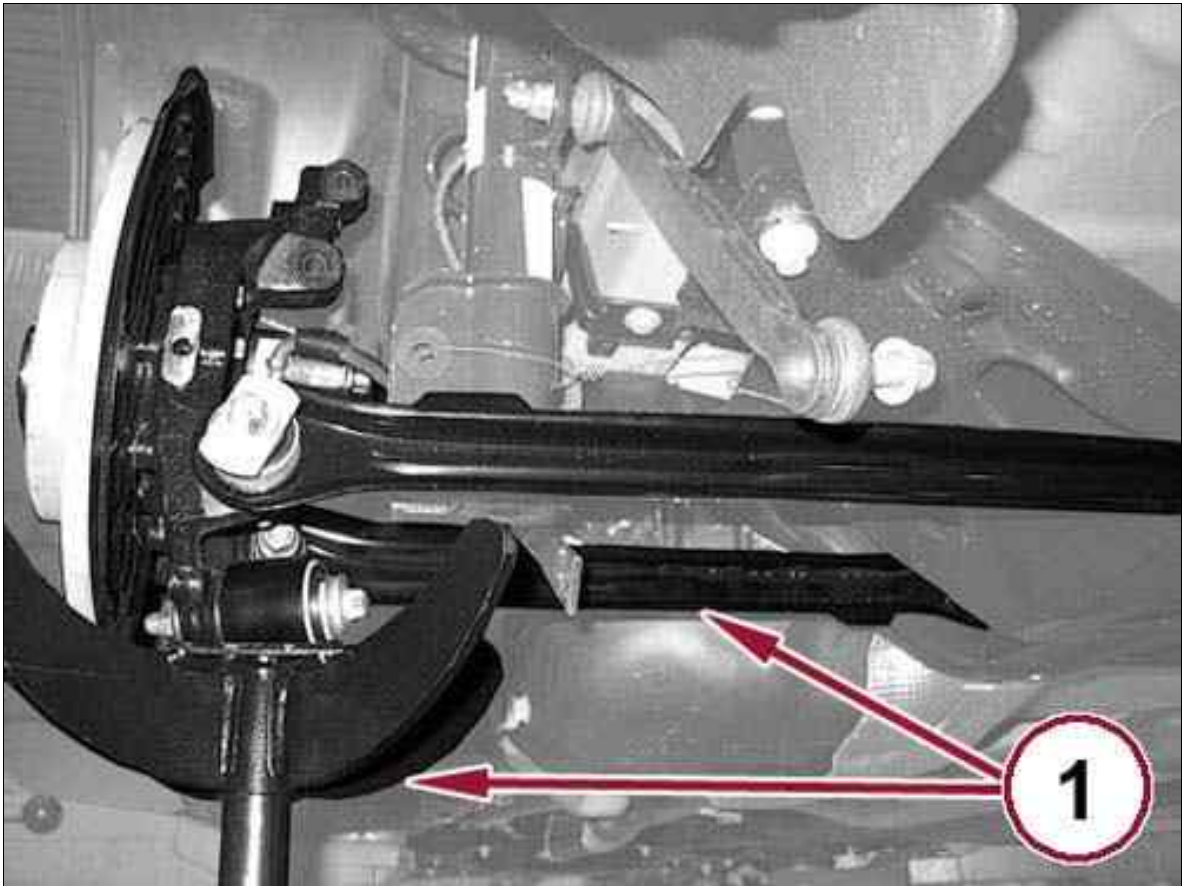
Fig 1: Rear Lower Control Arm, Front Lower Control Arm & Trailing Link Bolts



Courtesy of CHRYSLER GROUP, LLC

1. Position the knuckle to both lower control arms and the trailing link, install the bolts but **DO NOT TIGHTEN AT THIS TIME.**
2. Place a jack under the knuckle.

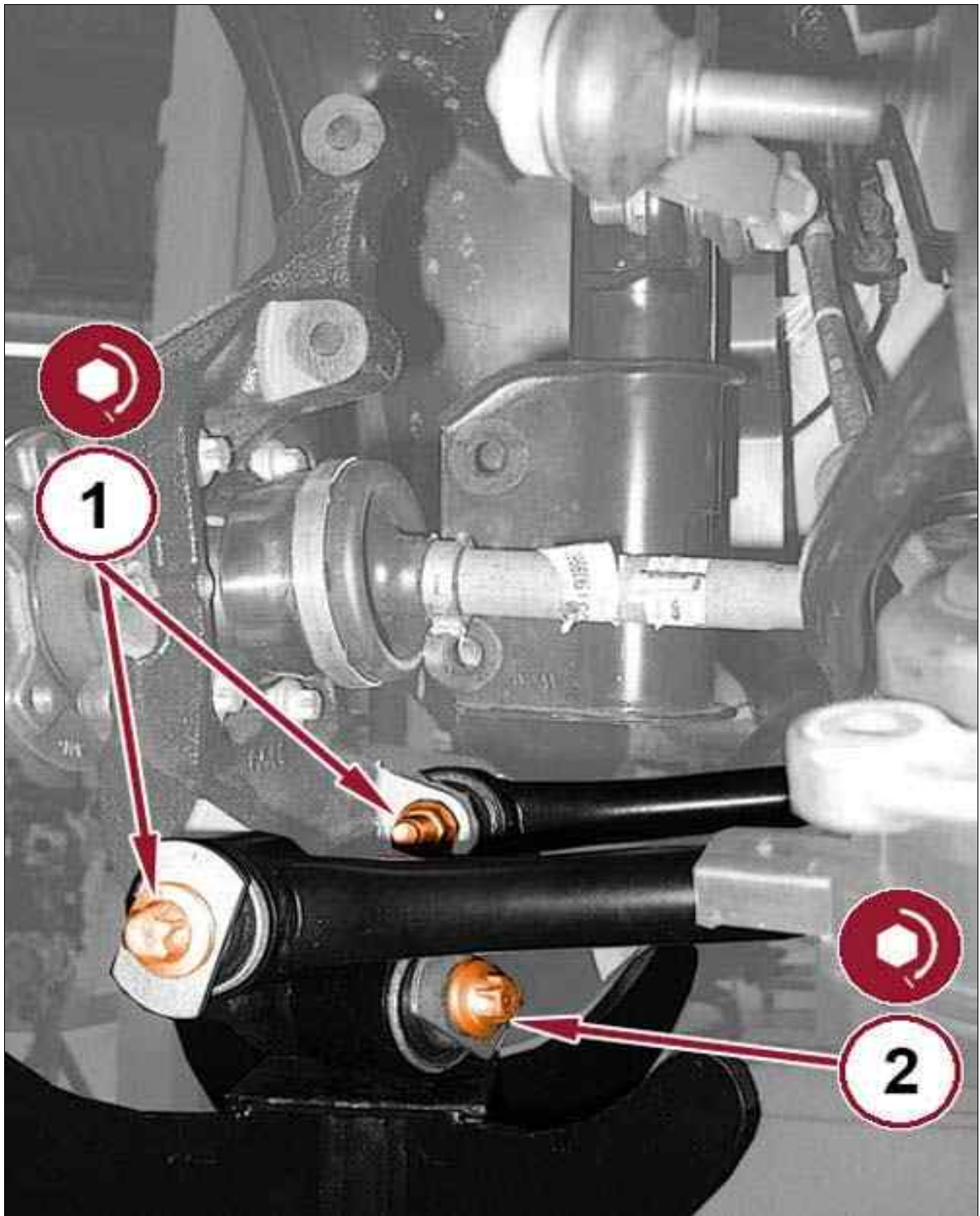
Fig 2: Raising Rear Suspension



Courtesy of CHRYSLER GROUP, LLC

3. Lift the knuckle assembly (1) up to specification. Refer to WHEEL ALIGNMENT, SPECIFICATIONS .

Fig 3: Rear Lower Control Arm, Front Lower Control Arm & Trailing Link Bolts In Position

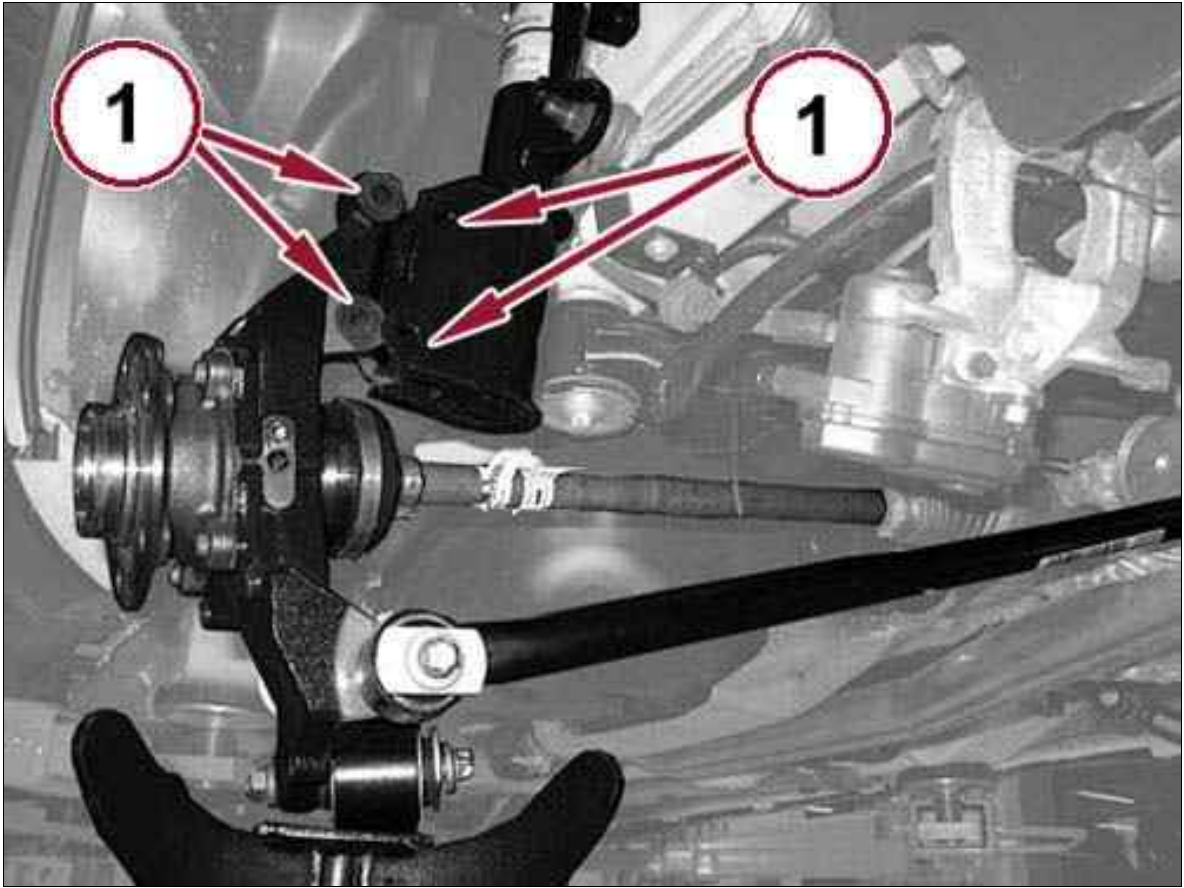


Courtesy of CHRYSLER GROUP, LLC

4. Tighten the front lower control arm to knuckle bolt (1) to the proper specification. Refer to SPECIFICATIONS .
5. Tighten the rear lower control arm to knuckle bolt (1) to the proper specification. Refer to SPECIFICATIONS .
6. Tighten the trailing link to knuckle bolt (2) to the proper specification. Refer to

SPECIFICATIONS .

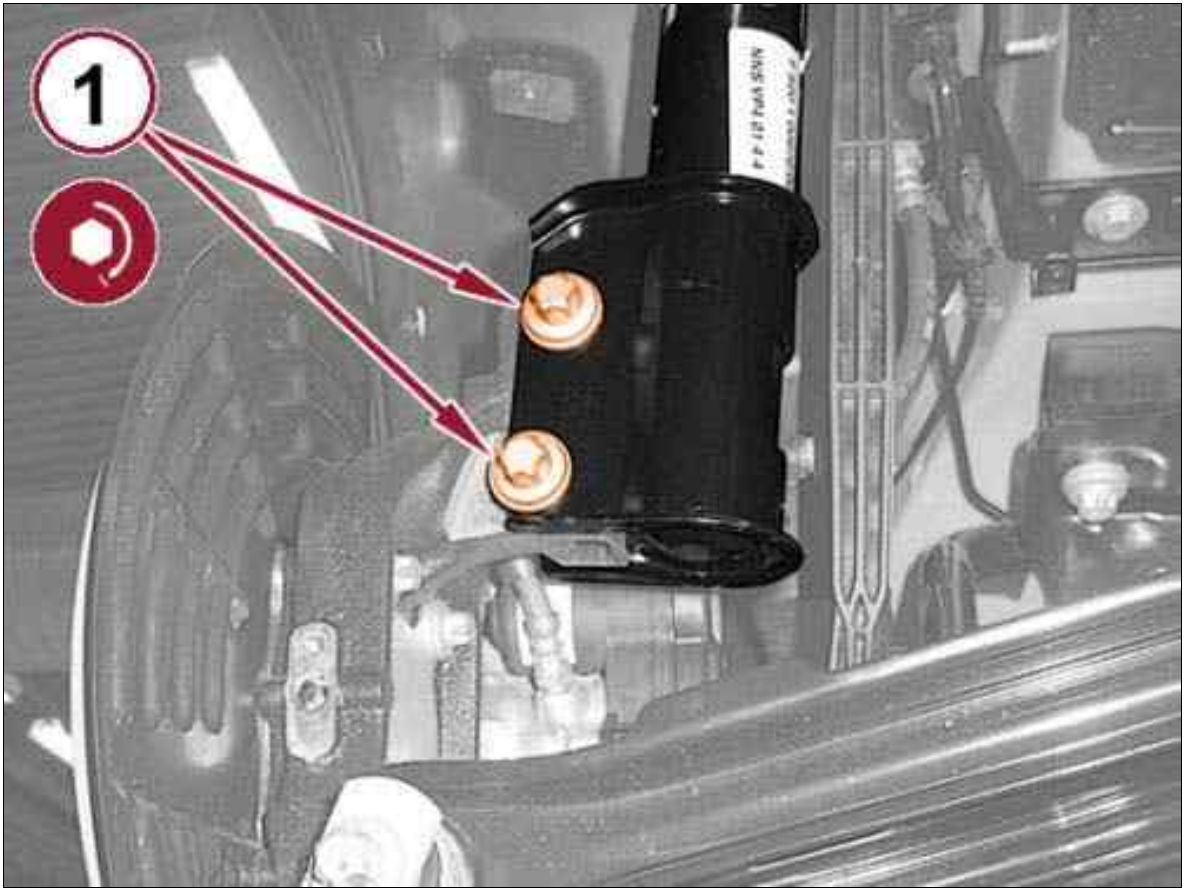
Fig 4: Strut & Knuckle



Courtesy of CHRYSLER GROUP, LLC

7. Lower the jack until the knuckle and the strut (1) line up, and install the strut to knuckle bolts.

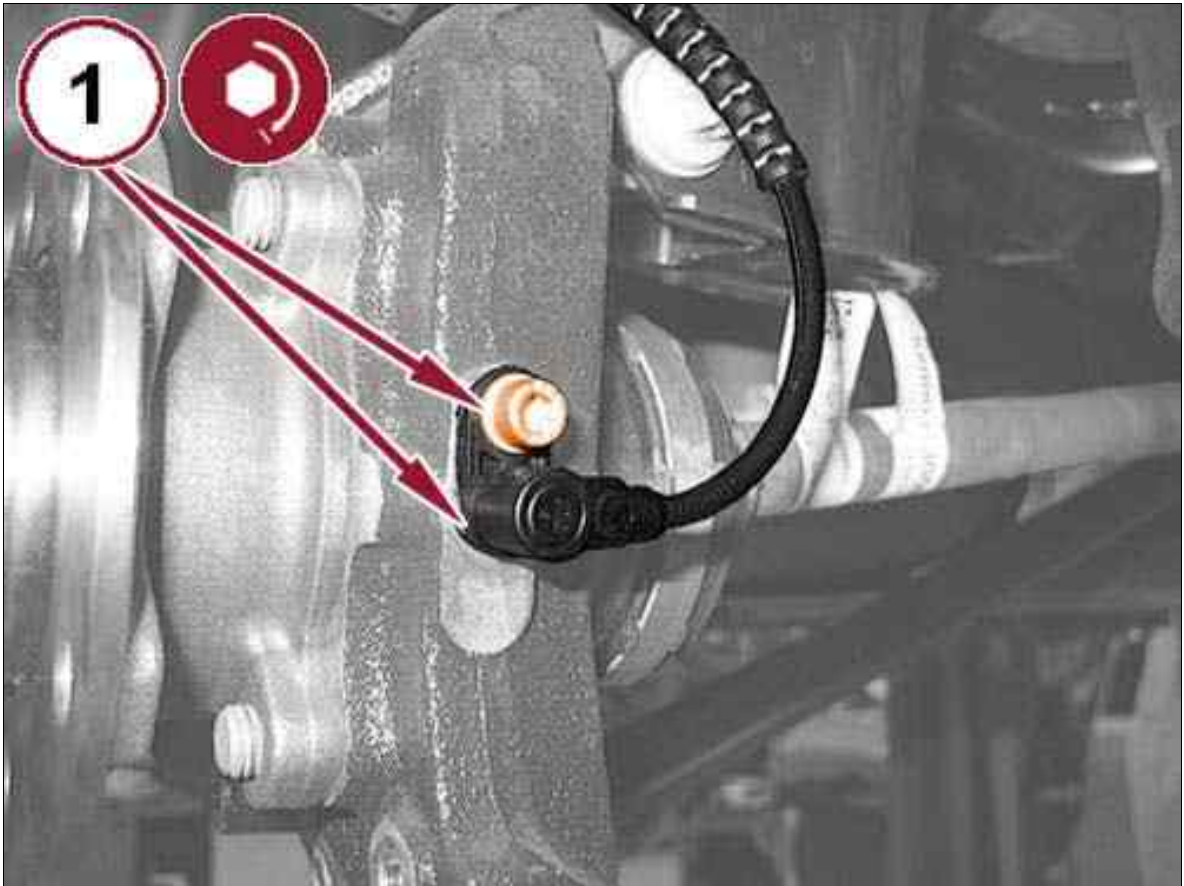
Fig 5: Strut Bolts



Courtesy of CHRYSLER GROUP, LLC

8. Tighten the strut to knuckle bolts (1) to the proper specification. Refer to SPECIFICATIONS .

Fig 6: Wheel Speed Sensor Bolt



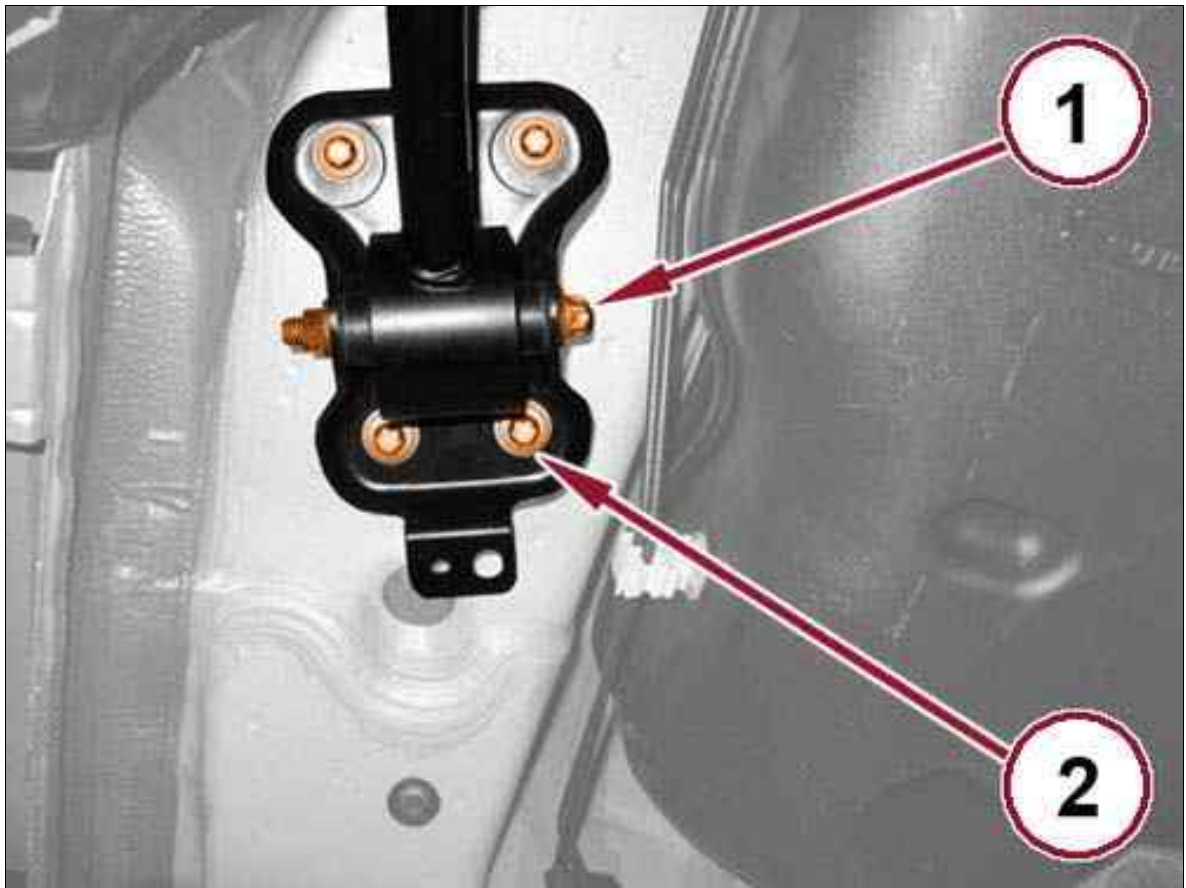
Courtesy of CHRYSLER GROUP, LLC

9. Install the wheel speed sensor into the knuckle, install and tighten the wheel speed sensor to knuckle bolt to the proper specification. Refer to SPECIFICATIONS .
10. Install the rear hub nut. Refer to HUB AND BEARING, REMOVAL AND INSTALLATION .
11. Install the rear brake rotor. Refer to ROTOR, BRAKE, REMOVAL AND INSTALLATION .
12. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
13. Remove the support and lower the vehicle.
14. Perform an alignment. Refer to WHEEL ALIGNMENT, STANDARD PROCEDURE .

LINK, TRAILING, REAR > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .

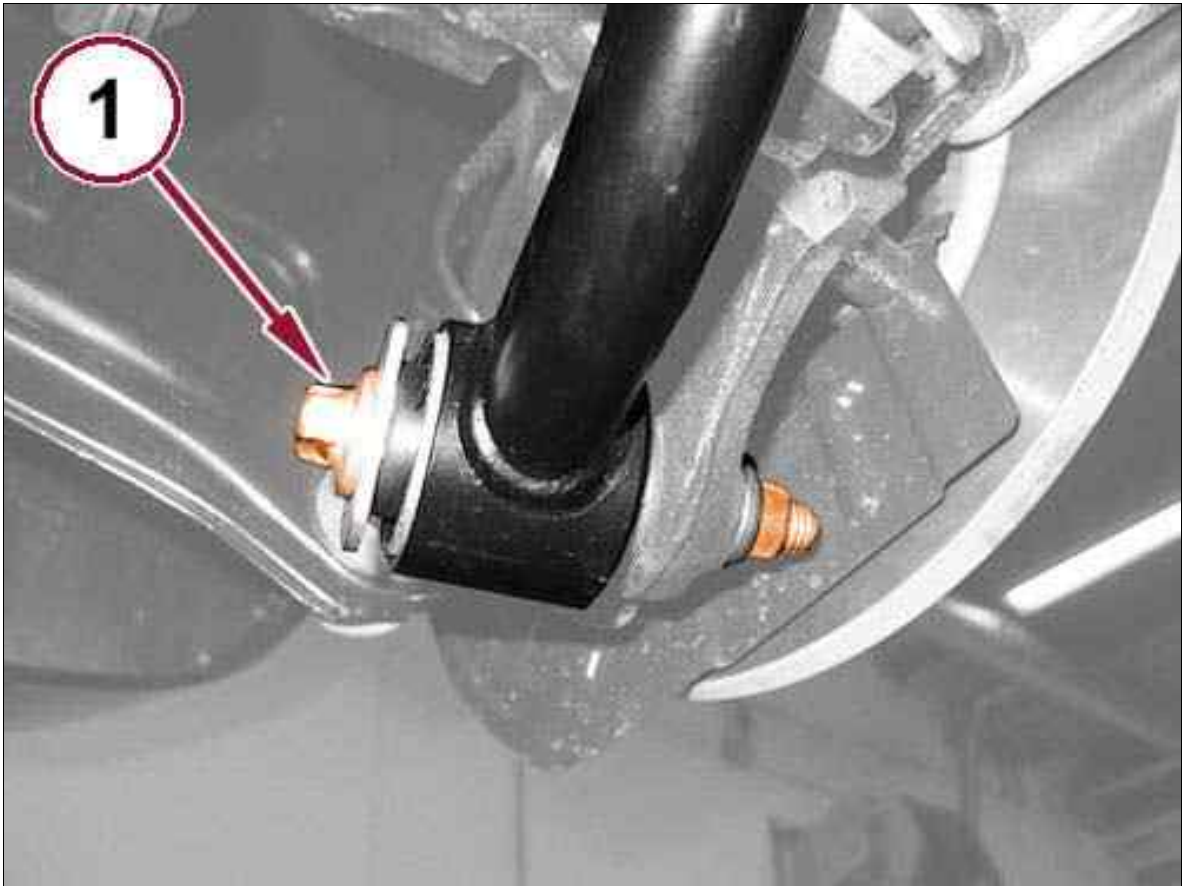
Fig 1: Trailing Link To Body Bracket Bolt



Courtesy of CHRYSLER GROUP, LLC

3. Remove the trailing link to body bracket bolt (1).

Fig 2: Trailing Link To Knuckle Bolt



Courtesy of CHRYSLER GROUP, LLC

4. Remove the trailing link to knuckle bolt (1), and remove the trailing link from the vehicle.

**LINK, TRAILING, REAR > REMOVAL AND INSTALLATION > REMOVAL AND
INSTALLATION > INSTALLATION**

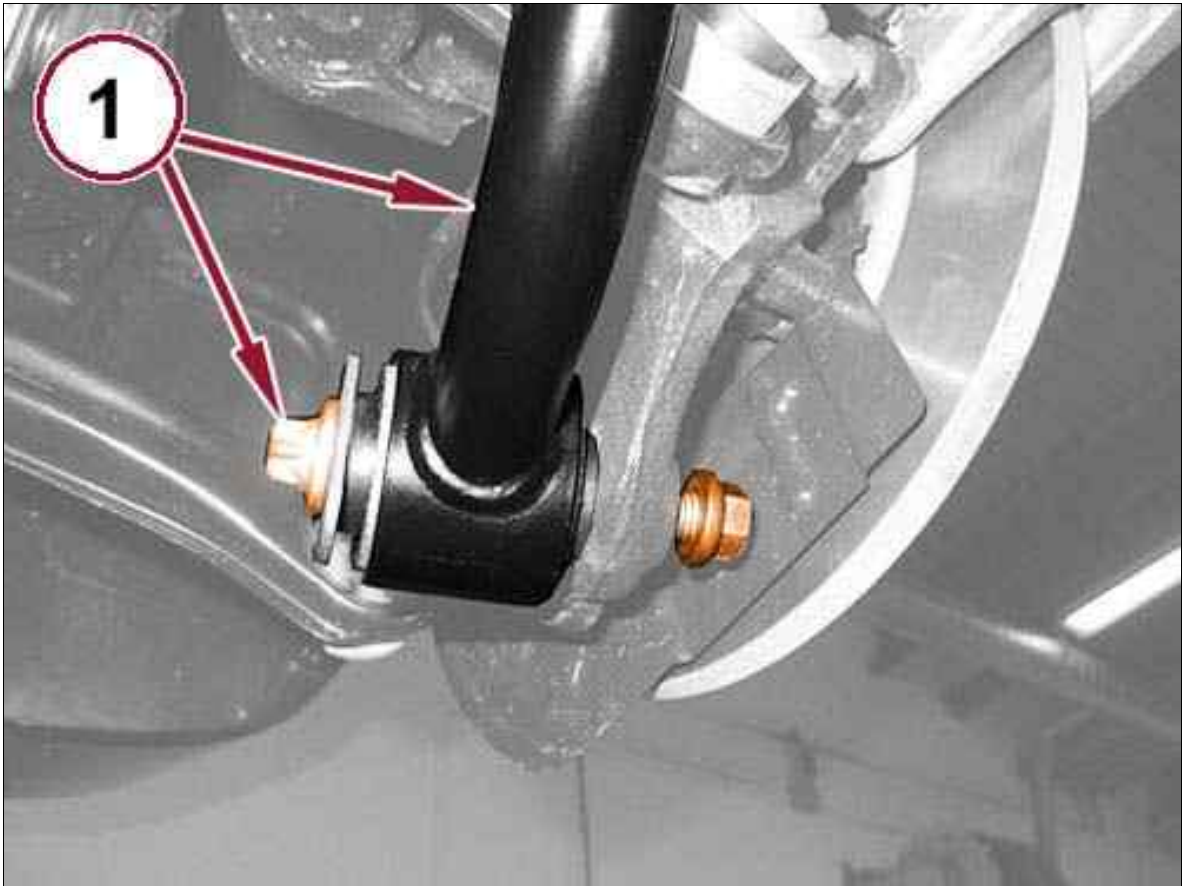
Fig 1: Trailing Link To Body Bracket Bolt



Courtesy of CHRYSLER GROUP, LLC

1. Install the trailing link to the body bracket and install the trailing link to body bracket bolt. **DO NOT TIGHTEN AT THIS TIME.**

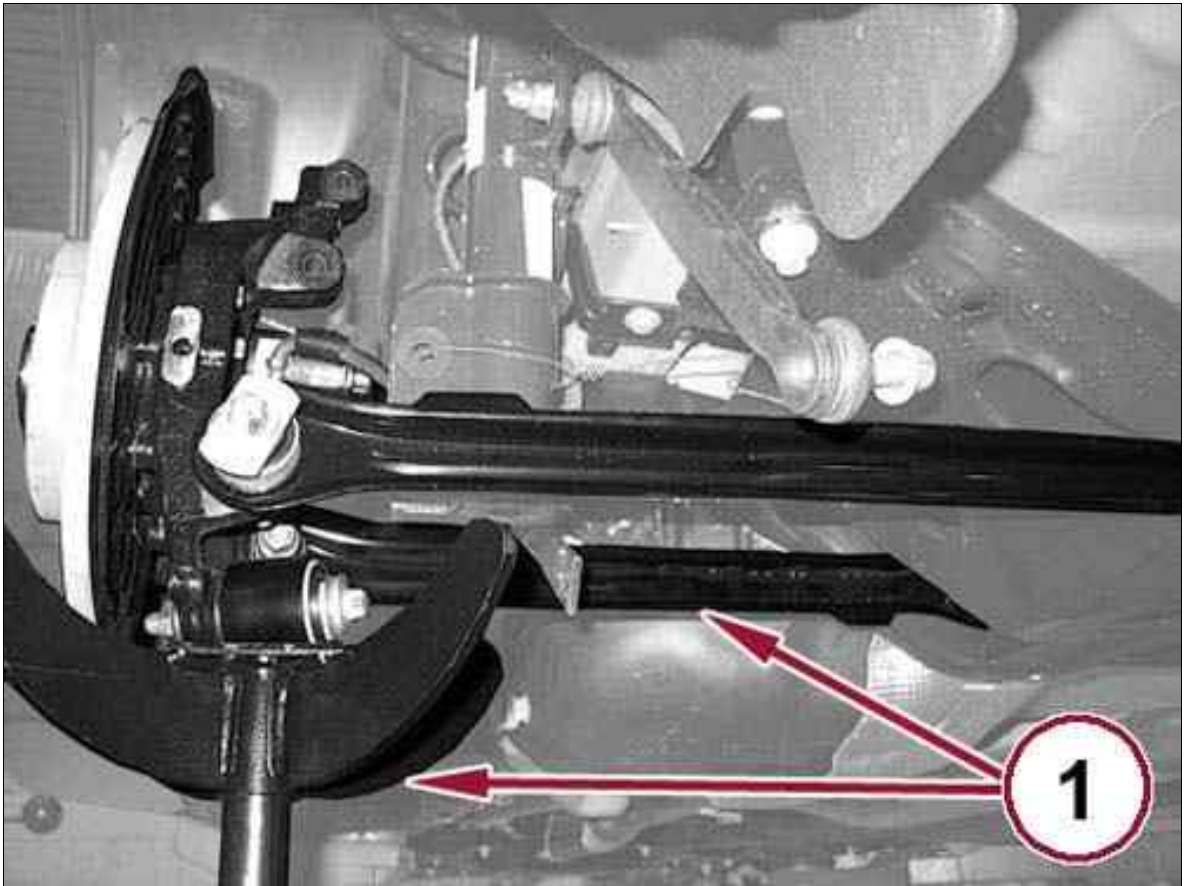
Fig 2: Trailing Link To Knuckle Bolt



Courtesy of CHRYSLER GROUP, LLC

2. Install the trailing link to the knuckle and install the trailing link to knuckle bolt (1). **DO NOT TIGHTEN AT THIS TIME.**

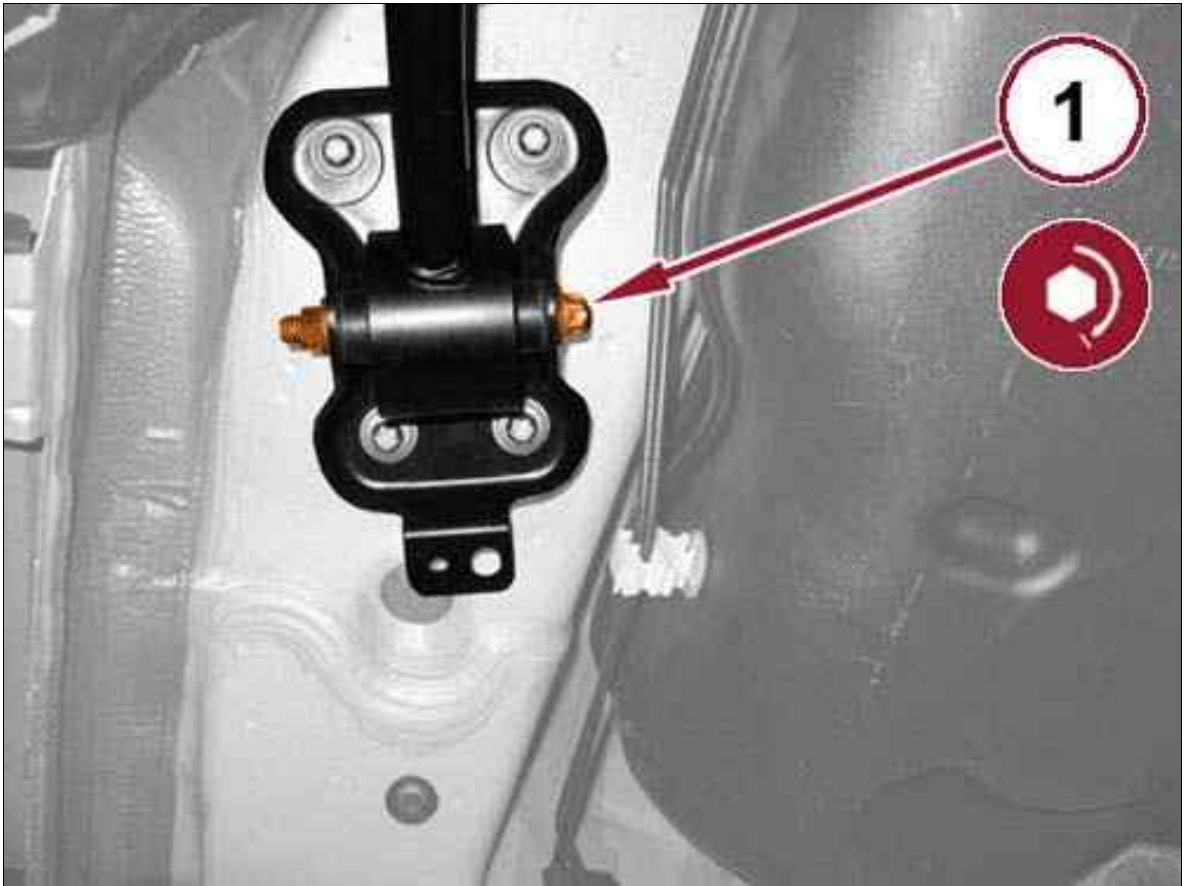
Fig 3: Raising Rear Suspension



Courtesy of CHRYSLER GROUP, LLC

3. With a suitable jack raise the rear suspension to the proper specification. Refer to WHEEL ALIGNMENT, SPECIFICATIONS .

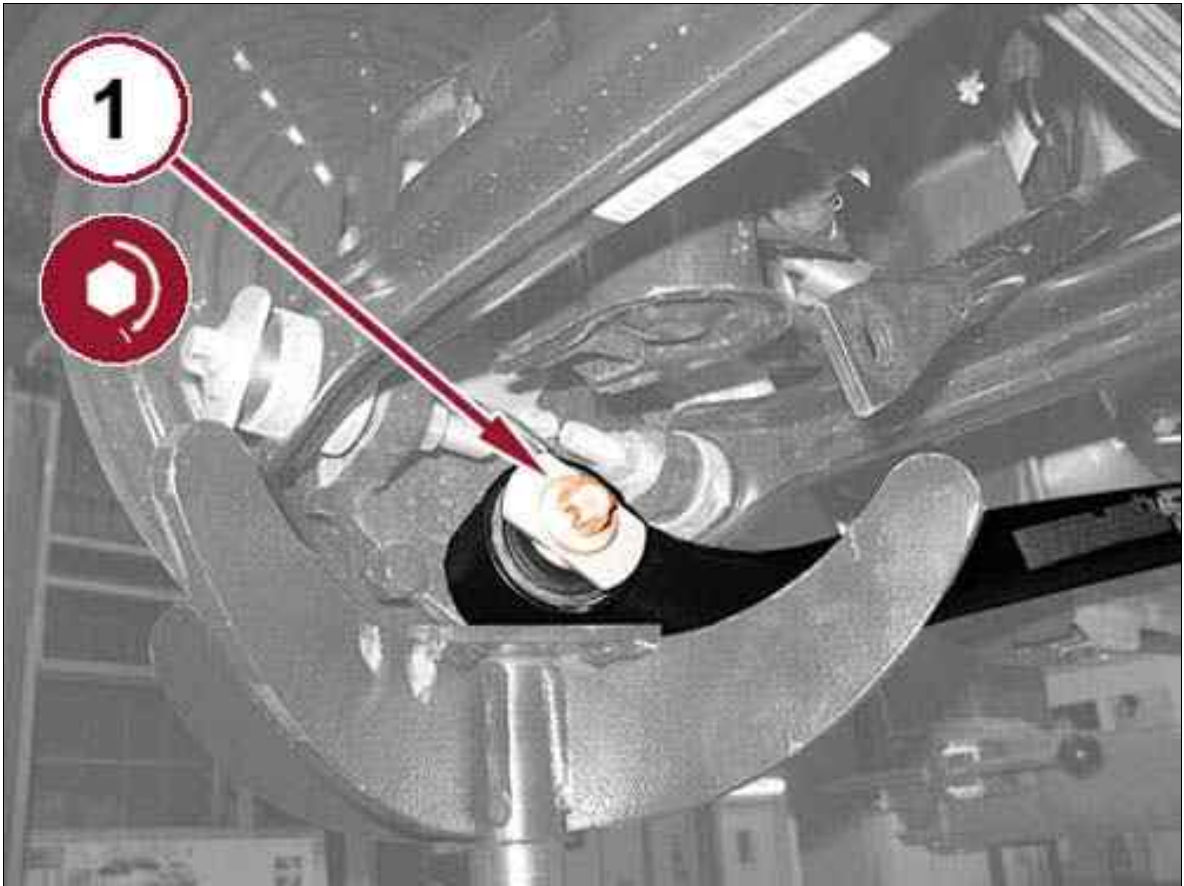
Fig 4: Trailing Link To Body Bracket Bolt In Position



Courtesy of CHRYSLER GROUP, LLC

4. Tighten the trailing link to body bracket bolt (1) to the proper specification. Refer to SPECIFICATIONS .

Fig 5: Trailing Link To Knuckle Bolt In Position



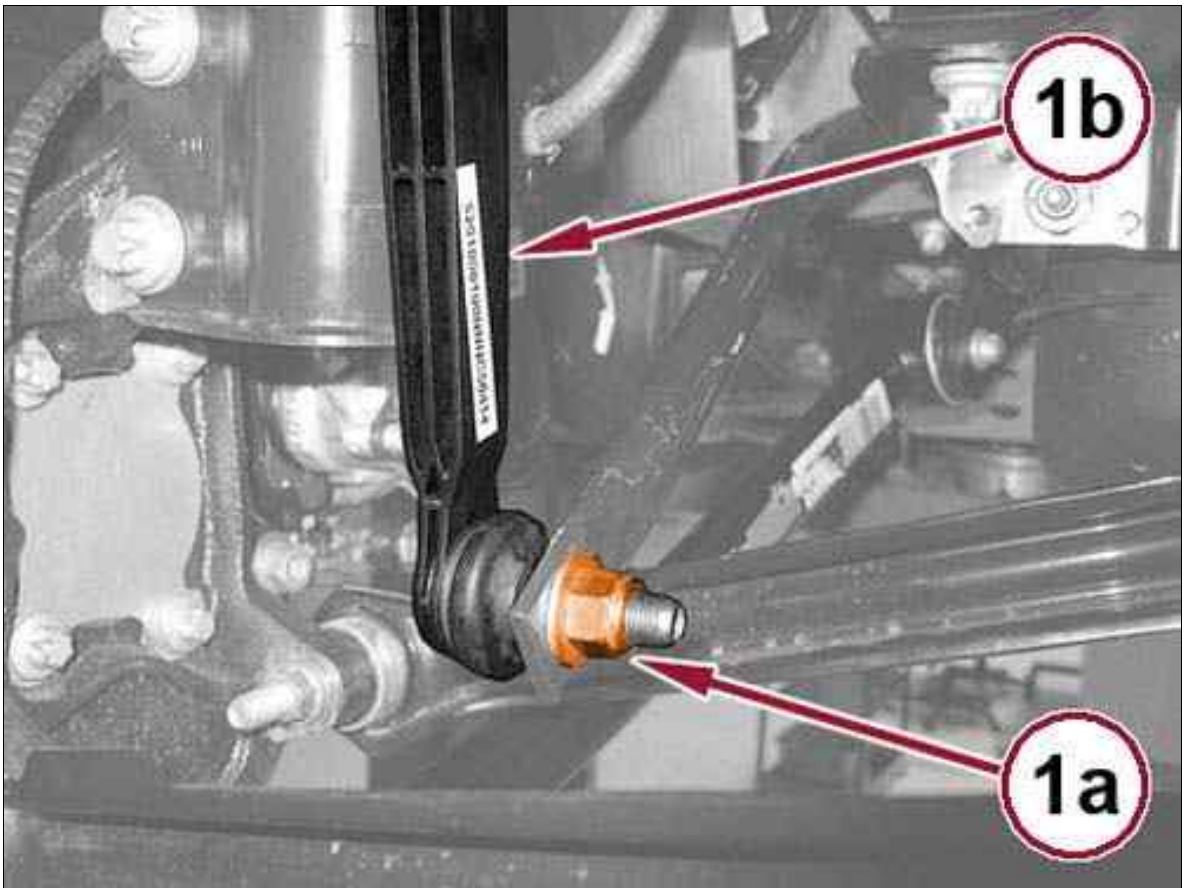
Courtesy of CHRYSLER GROUP, LLC

5. Tighten the trailing link to knuckle bolt (1) to the proper specification. Refer to SPECIFICATIONS .
6. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
7. Remove the support and lower the vehicle.

STABILIZER BAR, REAR SUSPENSION > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .

Fig 1: Sway Bar Link To Stabilizer Bar Nut



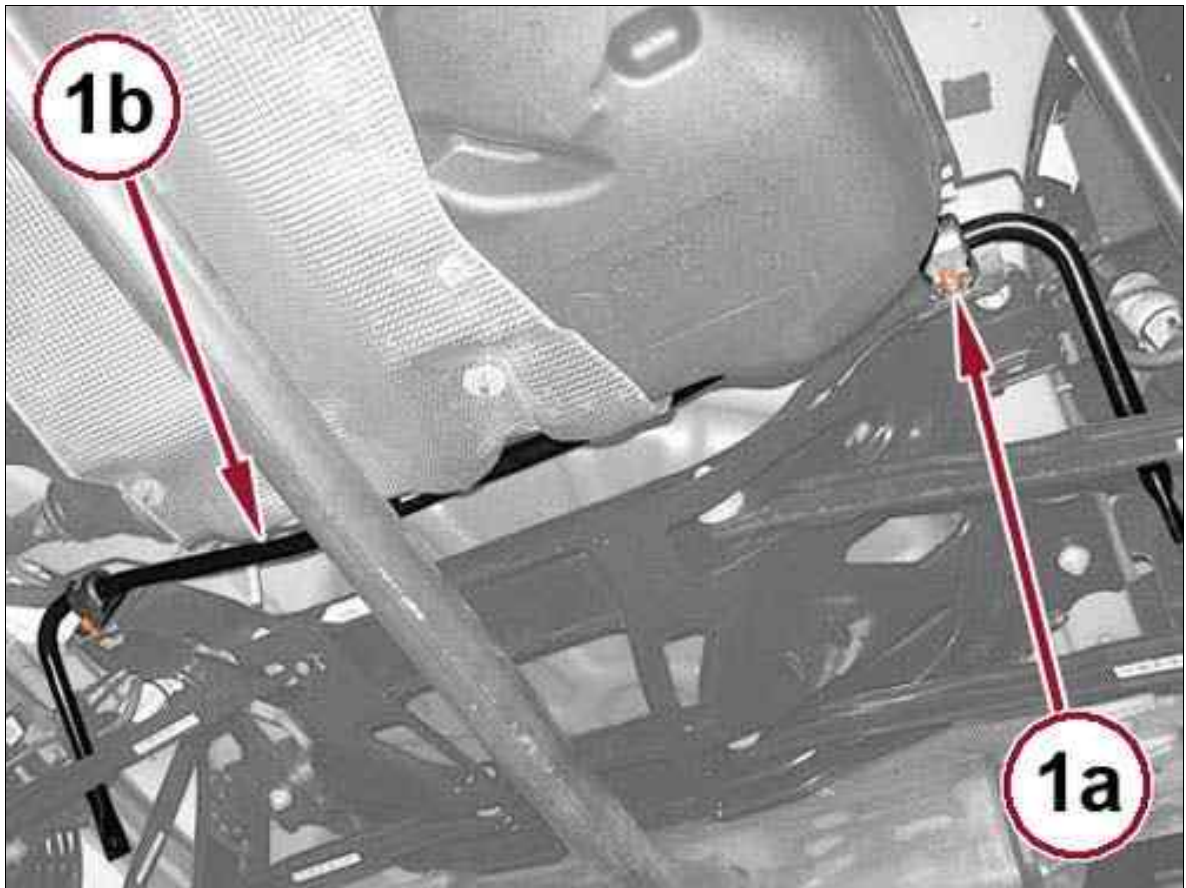
Courtesy of CHRYSLER GROUP, LLC

3. While holding the stem with the appropriate tool, remove the sway bar link to stabilizer bar nut (1a).

 **NOTE:**

Perform the same procedure on the opposite side.

Fig 2: Stabilizer Bar & Bracket Bolts



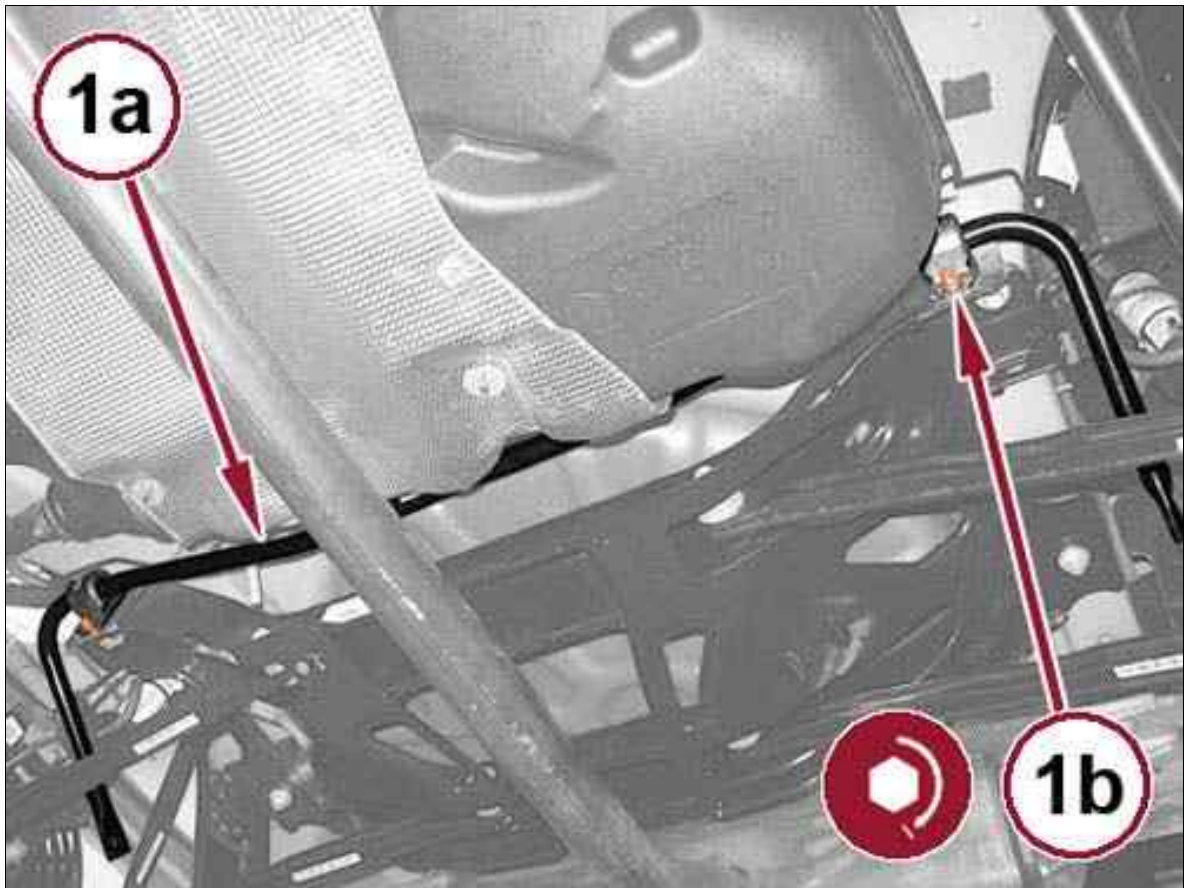
Courtesy of CHRYSLER GROUP, LLC

4. Remove the stabilizer bar bracket bolts (1a).
5. Remove the stabilizer bar (1b).

STABILIZER BAR, REAR SUSPENSION > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > INSTALLATION

1. Position the rear stabilizer bar (1a) in the vehicle.

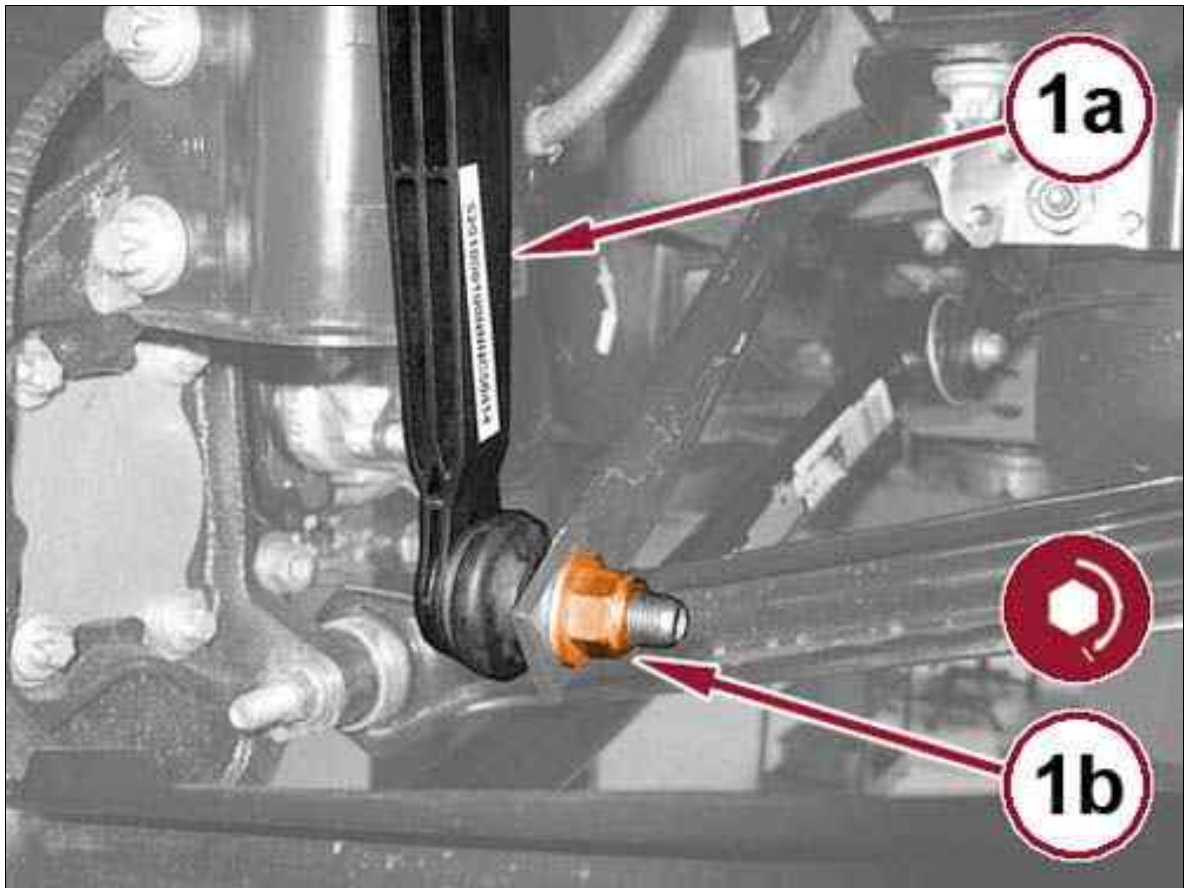
Fig 1: Stabilizer Bar & Bracket Bolts



Courtesy of CHRYSLER GROUP, LLC

2. Install the stabilizer bar bracket bolts (1b) and tighten the stabilizer bar bracket bolts to the proper specification. Refer to SPECIFICATIONS .

Fig 2: Sway Bar Link To Stabilizer Bar Nut



Courtesy of CHRYSLER GROUP, LLC

3. Install the stem into the stabilizer bar, and tighten the sway bar link to stabilizer bar nut (1b) to the proper specification. Refer to SPECIFICATIONS .

 NOTE:

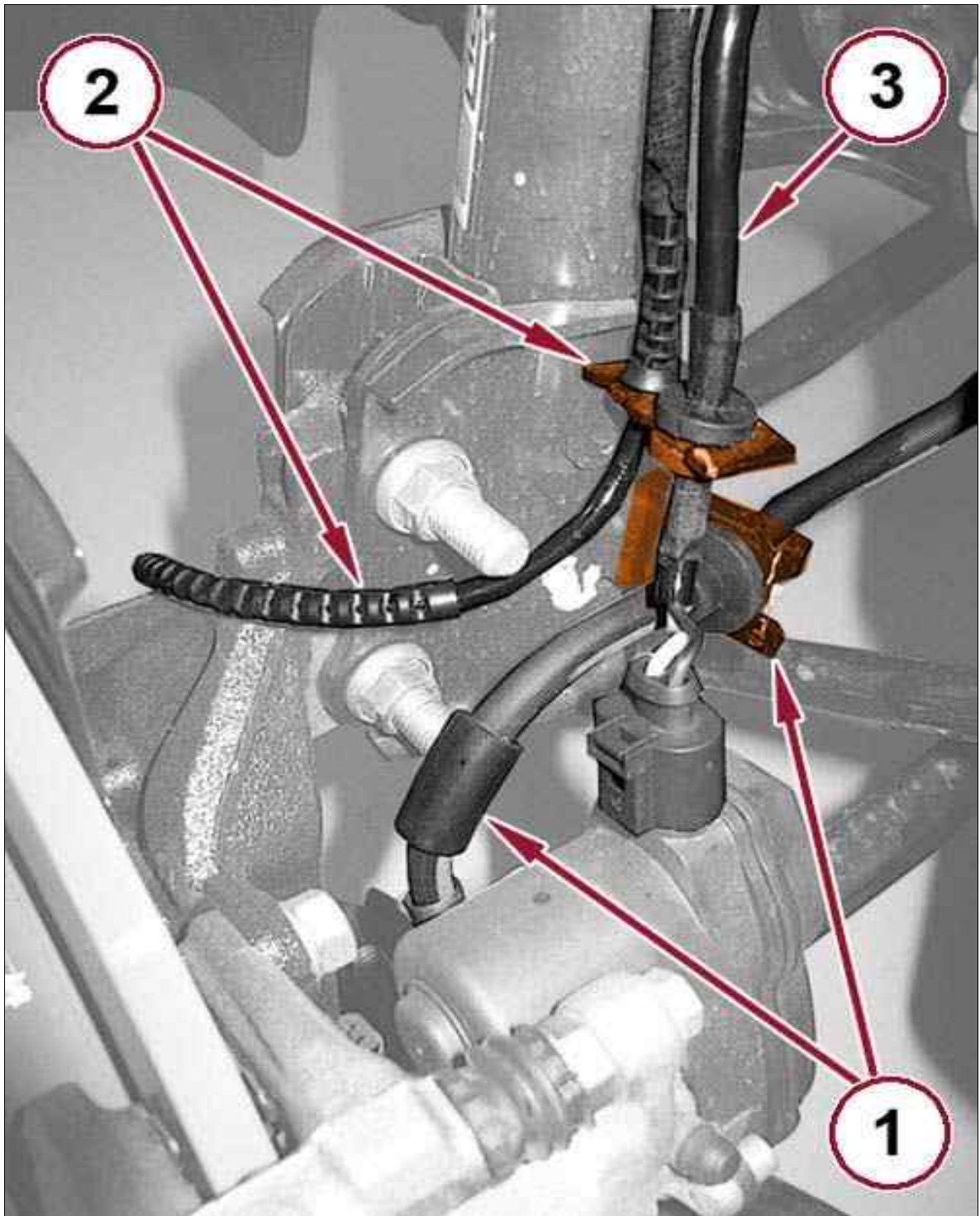
Perform the same procedure on the opposite side.

4. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
5. Remove the support and lower the vehicle.

STRUT, REAR > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION > REMOVAL

1. Raise and support the vehicle. Refer to HOISTING, STANDARD PROCEDURE .
2. Remove the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
3. If necessary, remove the vapor canister. Refer to CANISTER, VAPOR, REMOVAL AND INSTALLATION .

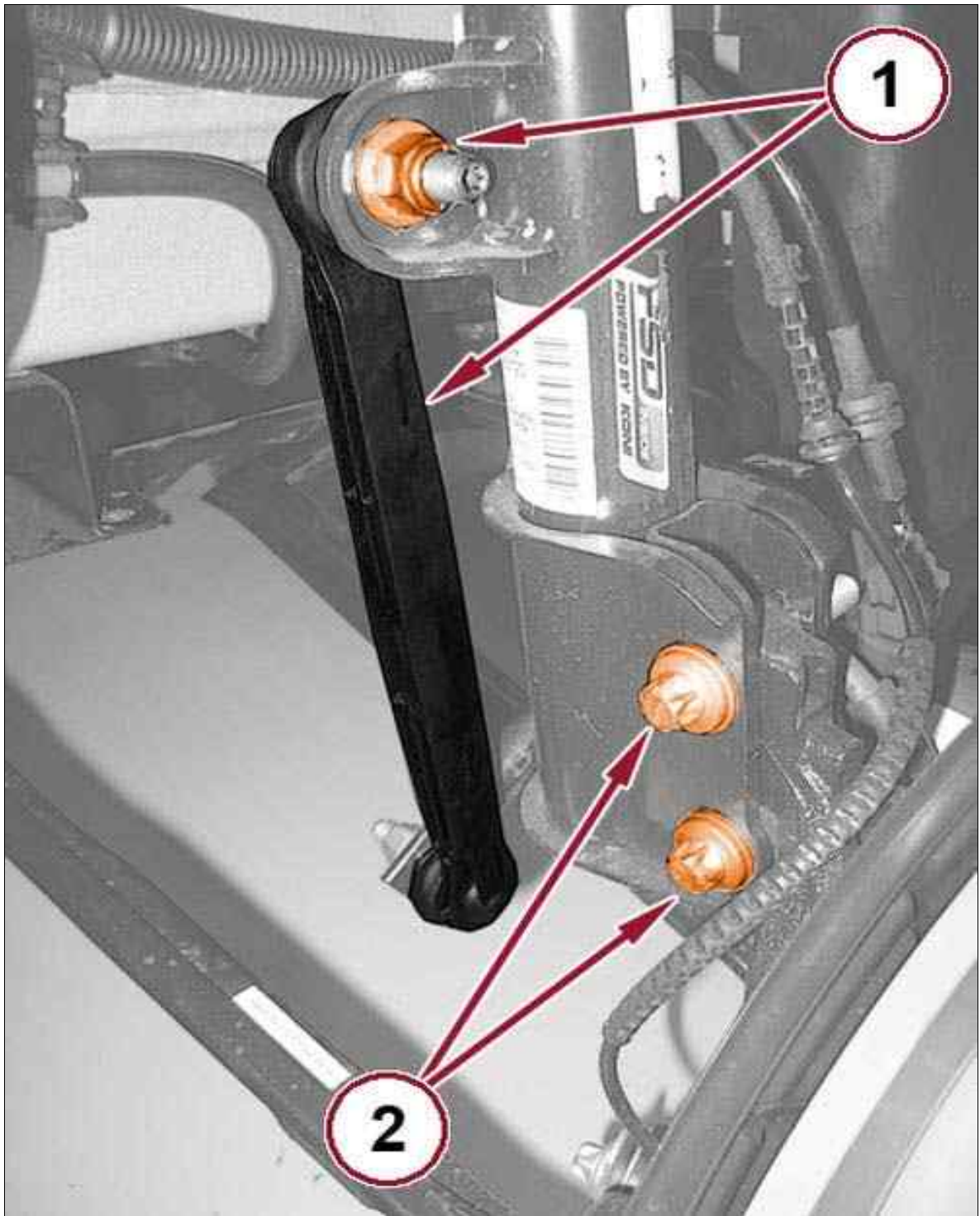
Fig 1: Wheel Speed Sensor Harness, Electric Park Brake Harness & Brake Hose Retainer Clip



Courtesy of CHRYSLER GROUP, LLC

4. Remove the brake hose retainer clip (1), and remove the brake hose from the strut.
5. Remove the wheel speed sensor harness (2) from the strut.
6. Remove the Electric Park Brake (EPB) harness (3) from the strut.

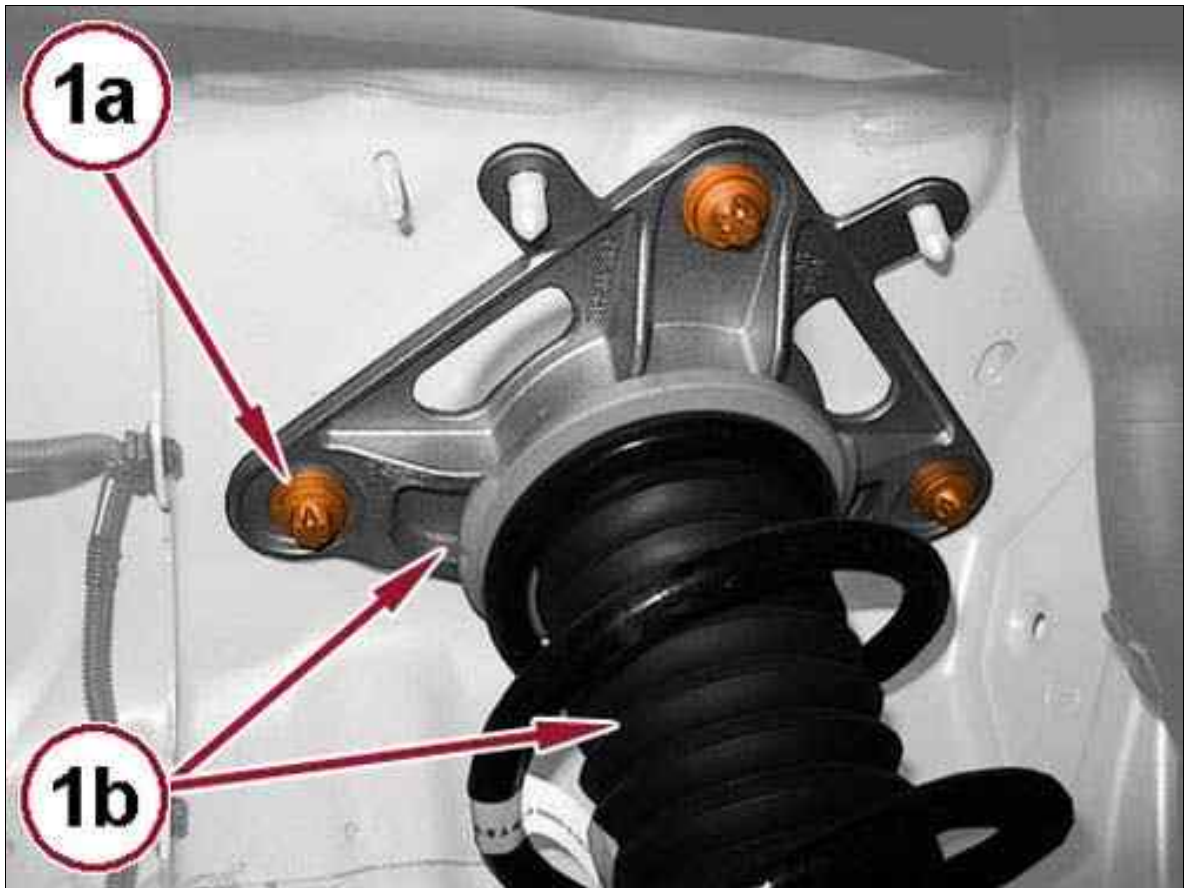
Fig 2: Strut Bolts & Sway Bar Link Nut



Courtesy of CHRYSLER GROUP, LLC

7. While properly holding the stem, remove the sway bar link to strut nut (1).
8. Remove the strut to knuckle bolts (2).

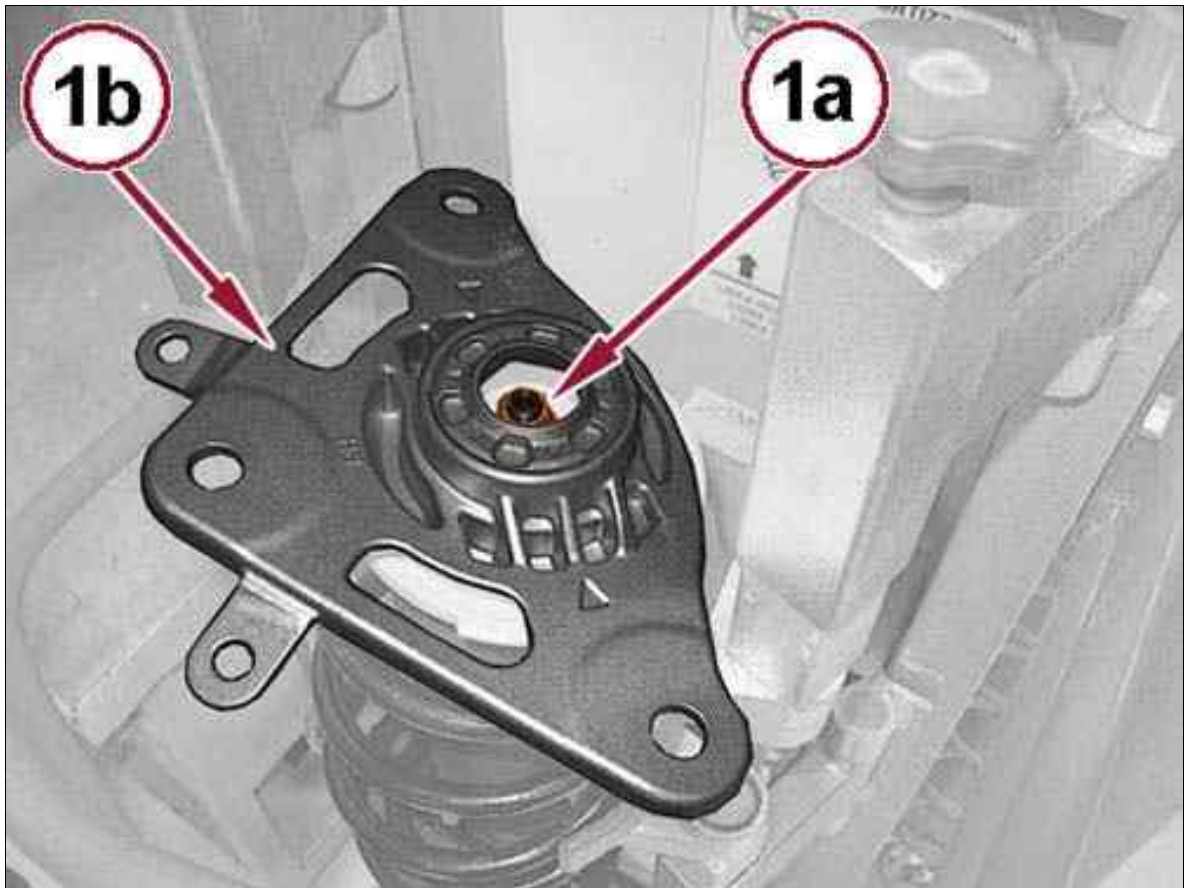
Fig 3: Upper Strut Bolts



Courtesy of CHRYSLER GROUP, LLC

9. Remove the upper strut to body bolts (1a). Remove the strut (1b) from the vehicle.

Fig 4: Strut Rod Mount Nut



Courtesy of CHRYSLER GROUP, LLC

10. Position the strut on the strut compressor.
11. Compress the strut, remove the strut rod to strut mount nut (1a).

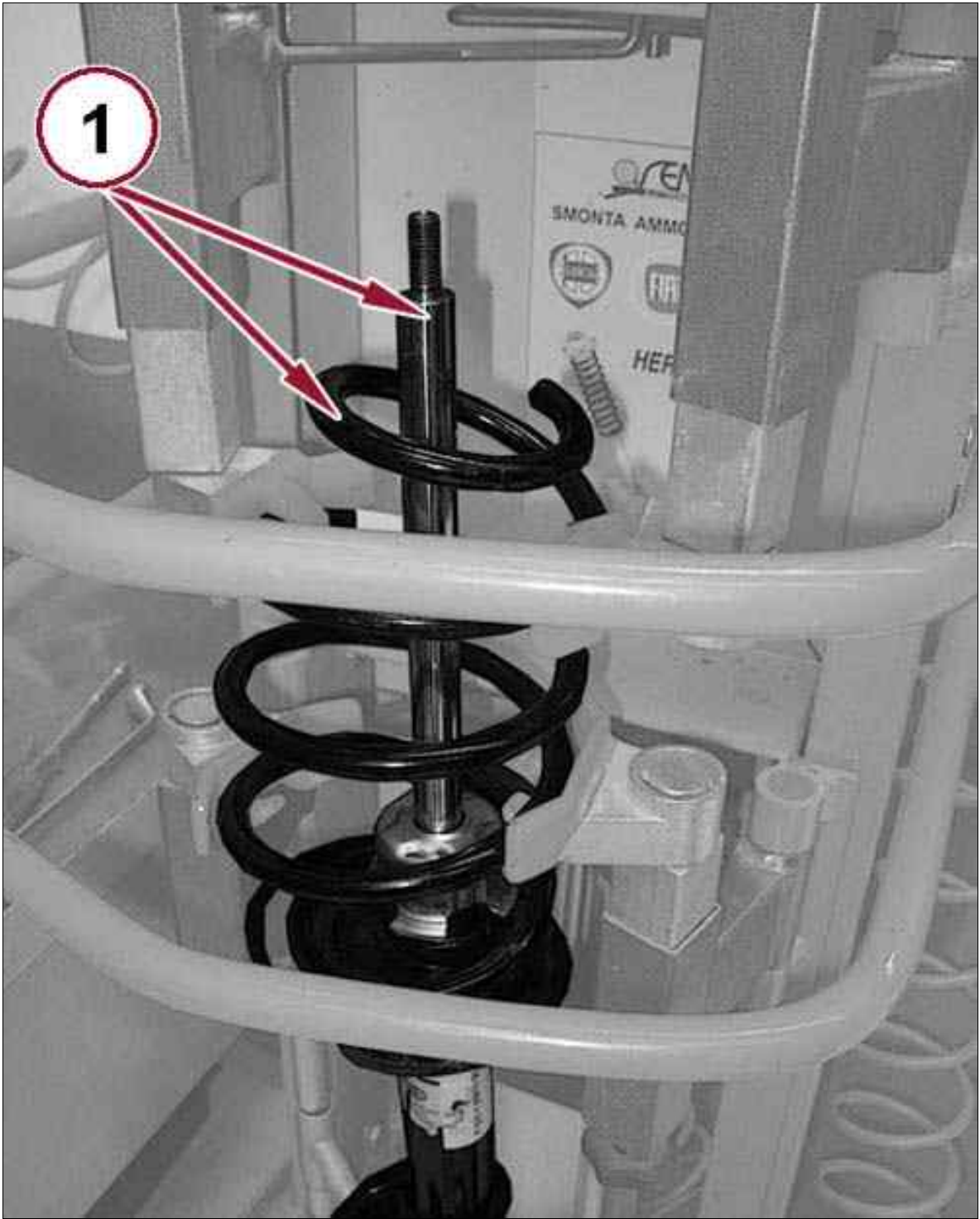
Fig 5: Jounce Bumper & Boot



Courtesy of CHRYSLER GROUP, LLC

12. Remove the jounce bumper (1a) and boot (1b) from the strut.

Fig 6: Strut Rod & Spring Assembly



Courtesy of CHRYSLER GROUP, LLC

13. Remove the strut from the spring assembly (1).

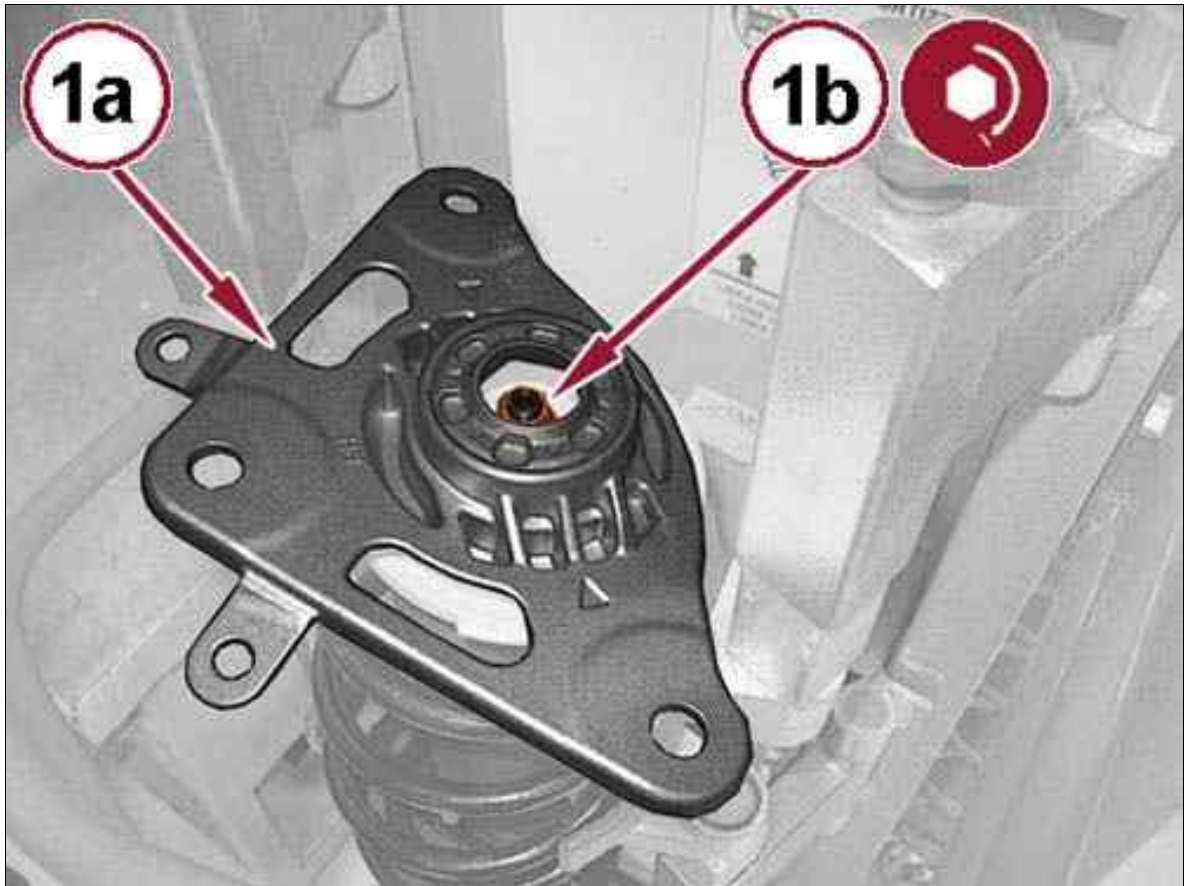
14. If necessary, decompress the spring and remove the spring from the compressor.

STRUT, REAR > REMOVAL AND INSTALLATION > REMOVAL AND INSTALLATION >

INSTALLATION

1. If removed, install and compress the strut spring in the compressor.
2. Assemble the strut with the boot and jounce bumper.

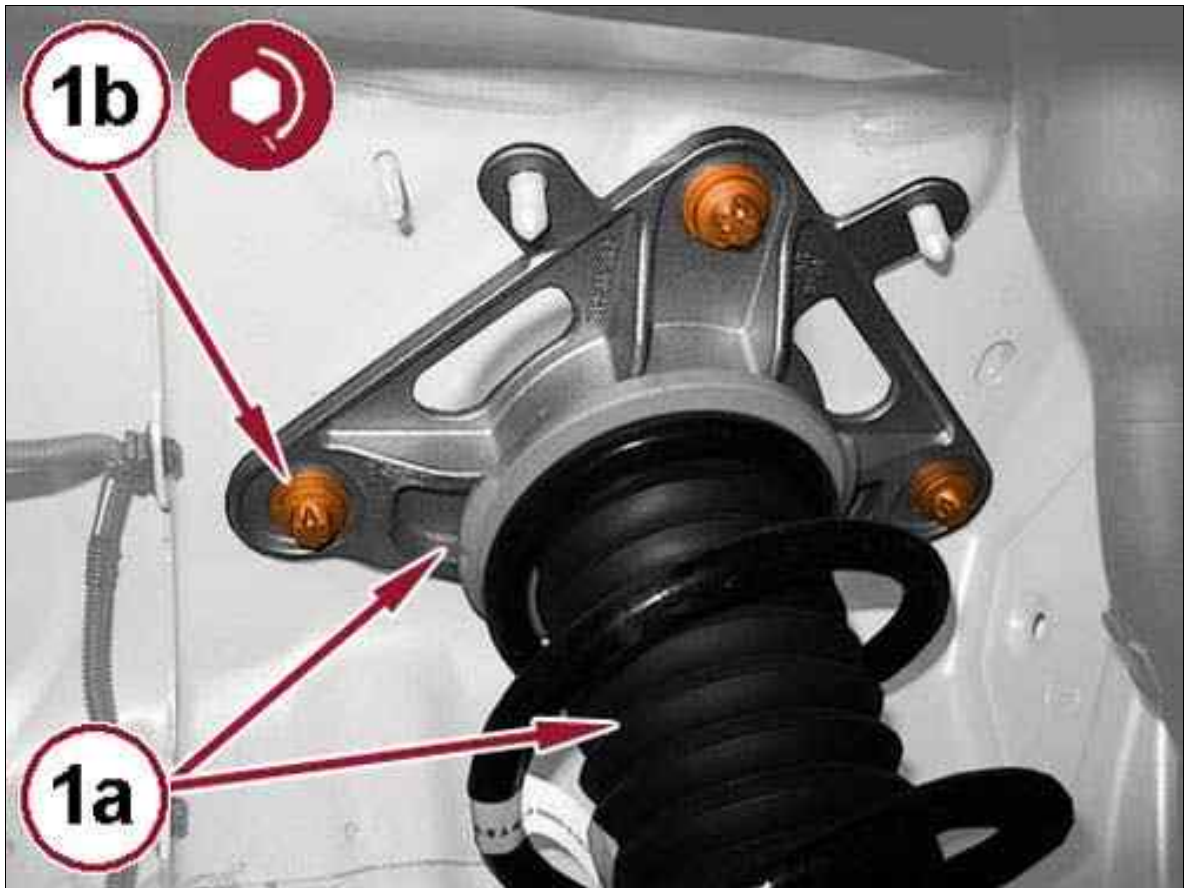
Fig 1: Strut Rod Mount Nut



Courtesy of CHRYSLER GROUP, LLC

3. Install the upper strut mount (1a), and tighten the strut rod to strut mount nut (1b) to the proper specification. Refer to SPECIFICATIONS .
4. Remove the strut from the compressor.

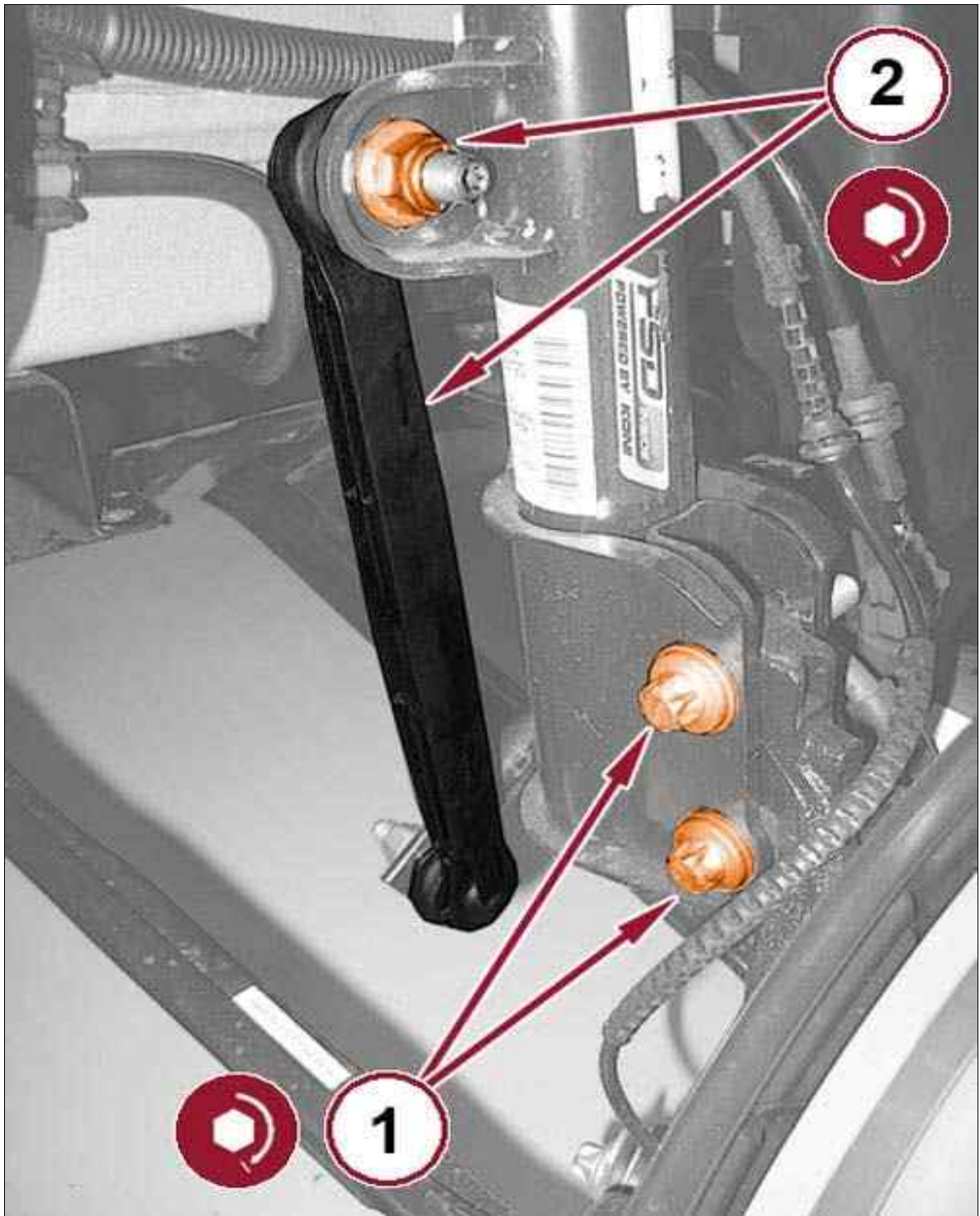
Fig 2: Upper Strut Bolts



Courtesy of CHRYSLER GROUP, LLC

5. Position the strut into the vehicle (1a).
6. Install and tighten the strut to body bolts to the proper specification. Refer to SPECIFICATIONS .

Fig 3: Strut Bolts & Sway Bar Link Nut



Courtesy of CHRYSLER GROUP, LLC

7. Install and tighten the strut to knuckle bolts (1) to the proper specification. Refer to SPECIFICATIONS .
8. Install the stem into the strut, and tighten the sway bar link to strut nut (2) to the proper specification. Refer to SPECIFICATIONS .
9. Install the Electric Park Brake (EPB) harness to the strut.

10. Install the wheel speed sensor harness to the strut.
11. Install the brake hose to the strut and install the retainer clip.
12. If removed, install the vapor canister. Refer to CANISTER, VAPOR, REMOVAL AND INSTALLATION .
13. Install the tire and wheel assembly. Refer to REMOVAL AND INSTALLATION .
14. Remove the support and lower the vehicle.
15. Perform vehicle alignment. Refer to WHEEL ALIGNMENT, STANDARD PROCEDURE .