

General Specifications

NOTE: Measurements listed at curb load. Curb load is defined as "full service fluids, full fuel tank(s), no passengers and no cargo".

Item	Specification	
Ball Joint Deflection (All Vehicles)		
Upper	0 - 0.2 mm (0-0.008 in)	
Side-to-Side Lean (All Vehicles)		
Front — maximum	8 mm (0.314 in)	
Rear — maximum	8 mm (0.314 in)	
Front Ride Height		
BASE, MID - BIG BENG, PREMIUM - OUTER BANKS, WILDTRACK, BLACK DIAMOND SERIES vehicles	96.0 mm (3.779 in) ± 12 mm (0.472 in)	
BADLANDS SERIES vehicles	113.0 mm (4.448 in) ± 12 mm (0.472 in)	
ADRENALINE RUSH PACKAGE - HERITAGE STANDARD, OVERLAND, WILDTRACK UPGRADE SERIES vehicles	122.0 mm (4.803 in) ± 12 mm (0.472 in)	
Rear Ride Height		
	LH	RH
BASE, MID - BIG BENG, PREMIUM - OUTER BANKS, WILDTRACK, BLACK DIAMOND SERIES vehicles	85.0 mm (3.346 in) ± 12 mm (0.472 in)	247.0 mm (9.724 in) ± 12 mm (0.472 in)
BADLANDS SERIES vehicles	102.0 mm (4.015 in) ± 12 mm (0.472 in)	265.0 mm (10.433 in) ± 12 mm (0.472 in)
ADRENALINE RUSH PACKAGE - HERITAGE STANDARD, OVERLAND, WILDTRACK UPGRADE SERIES vehicles	115.0 mm (4.527 in) ± 12 mm (0.472 in)	278.0 mm (10.944 in) ± 12 mm (0.472 in)

Alignment Specifications

NOTE: Measurements listed at curb load. Curb load is defined as "full service fluids, full fuel tank(s), no passengers and no cargo".

Item	LH	RH	Total / Split
FRONT SUSPENSION			
CASTER - BASE, MID - BIG BENG, PREMIUM - OUTER BANKS, WILDTRACK, BLACK DIAMOND SERIES vehicles	3.47° ± 0.60°	3.47° ± 0.60°	0.0° ± 0.70°



Item	LH	RH	Total / Split
CASTER - BADLANDS SERIES vehicles	3.35° ± 0.60°	3.35° ± 0.60°	0.0° ± 0.70°
CASTER - ADRENALINE RUSH PACKAGE - HERITAGE STANDARD, OVERLAND, WILDTRACK UPGRADE SERIES vehicles	3.18° ± 0.60°	3.18° ± 0.60°	0.0° ± 0.70°
CAMBER - BASE, MID - BIG BENG, PREMIUM - OUTER BANKS, WILDTRACK, BLACK DIAMOND SERIES vehicles	-0.23° ± 0.50°	-0.23° ± 0.50°	0.0° ± 0.70°
CAMBER - BADLANDS SERIES vehicles	0.12° ± 0.50°	0.12° ± 0.50°	0.0° ± 0.70°
CAMBER - ADRENALINE RUSH PACKAGE - HERITAGE STANDARD, OVERLAND, WILDTRACK UPGRADE SERIES vehicles	0.20° ± 0.50°	0.20° ± 0.50°	0.0° ± 0.70°
Toe - (positive value is toe in, negative value is toe out) - All Vehicles	0.1° ± 0.15°	0.1° ± 0.15°	0.20° ± 0.20°
REAR SUSPENSION (Audit specifications - For reference purposes only)			
CAMBER - All Vehicles	0.00° ± 0.75°	0.00° ± 0.75°	—
Toe - (positive value is toe in, negative value is toe out) - All Vehicles	—	—	0.22° ± 0.20°
Thrust Angle	—	—	0.00° ± 0.50°

204-00 Suspension System - General Information
General Procedures

2021 Bronco
Procedure revision date: 05/25/2021

Ride Height Measurement

Special Tool(s) / General Equipment

Surface Gauge

Check

Ride Height Measurement — Front

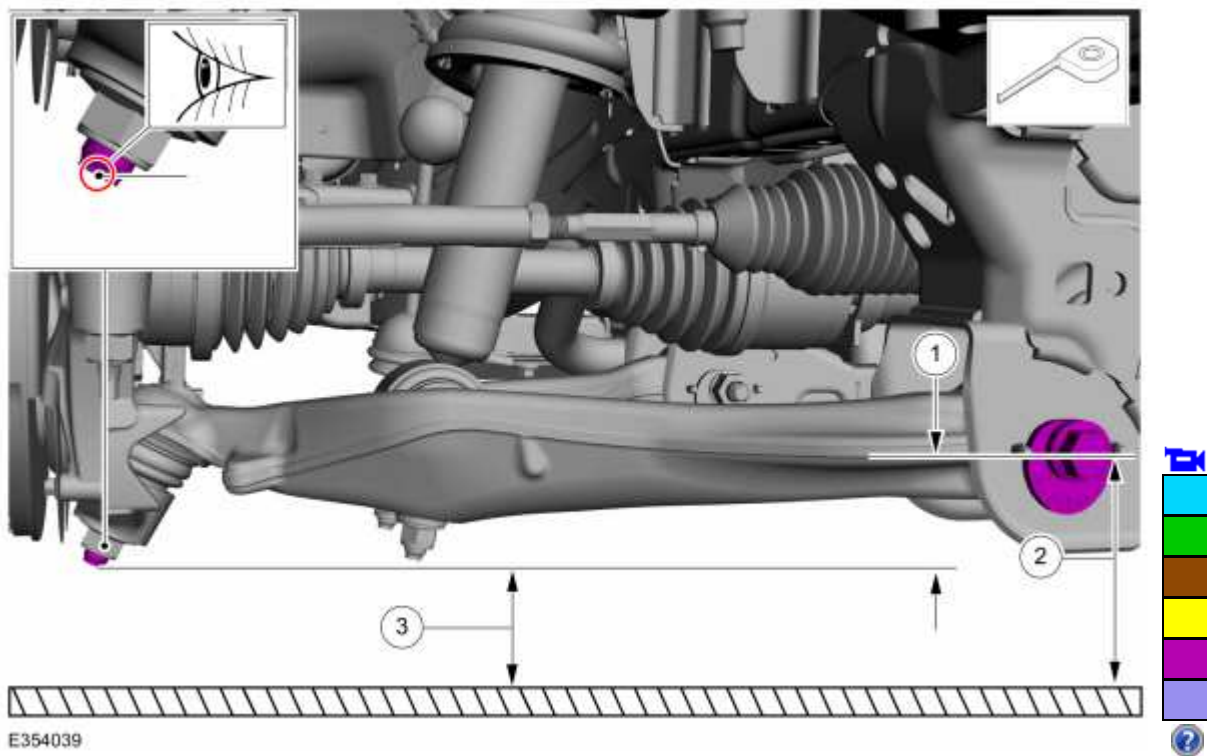
- For optimal alignment settings,
Refer to: Specifications (204-00 Suspension System - General Information, Specifications).
- NOTE:** Make sure that the vehicle is positioned on a flat, level surface.

Jounce front and rear suspension vigorously to allow the vehicle to settle.
- Before measuring ride height check:
 - Tires are inflated to the correct pressure.

- Vehicle should have at least one-half tank of fuel.
- All fluids at proper levels.
- No cargo inside the cab or bed.
- Inspect for aftermarket equipment. Check for aftermarket changes to the steering, suspension, wheel and tire components (such as competition, heavy duty, etc.).

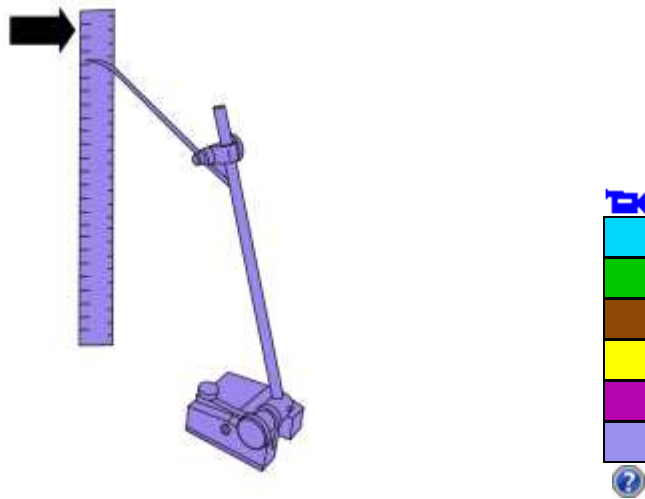
4.

1. Ride height = 2-3
2. Measure the distance between the flat level surface and the center of the front lower arm bolt. (measurement 2)
Use the General Equipment: Surface Gauge
3. Measure the distance between the flat level surface and the lower edge of the lower ball joint stud. (measurement 3)
Use the General Equipment: Surface Gauge



5. With the surface gauge positioned on a flat, level surface, record the measurement of the surface gauge position (measurement 2) and (measurement 3).
Use the General Equipment: Surface Gauge

E145760



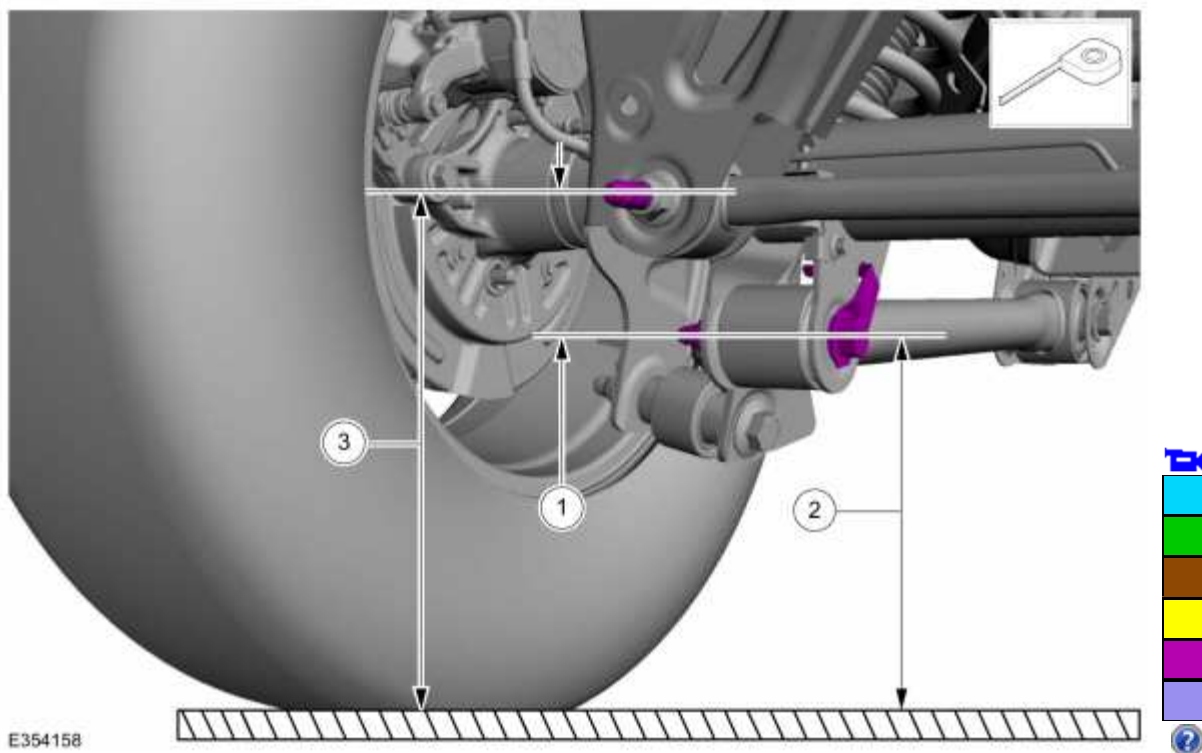
6. Subtract measurement 3 from measurement 2 to obtain the front ride height.

Ride Height Measurement — Rear

7. **NOTE:** Make sure that the vehicle is positioned on a flat, level surface, transmission in the *PARK* position and the parking brake *OFF*.

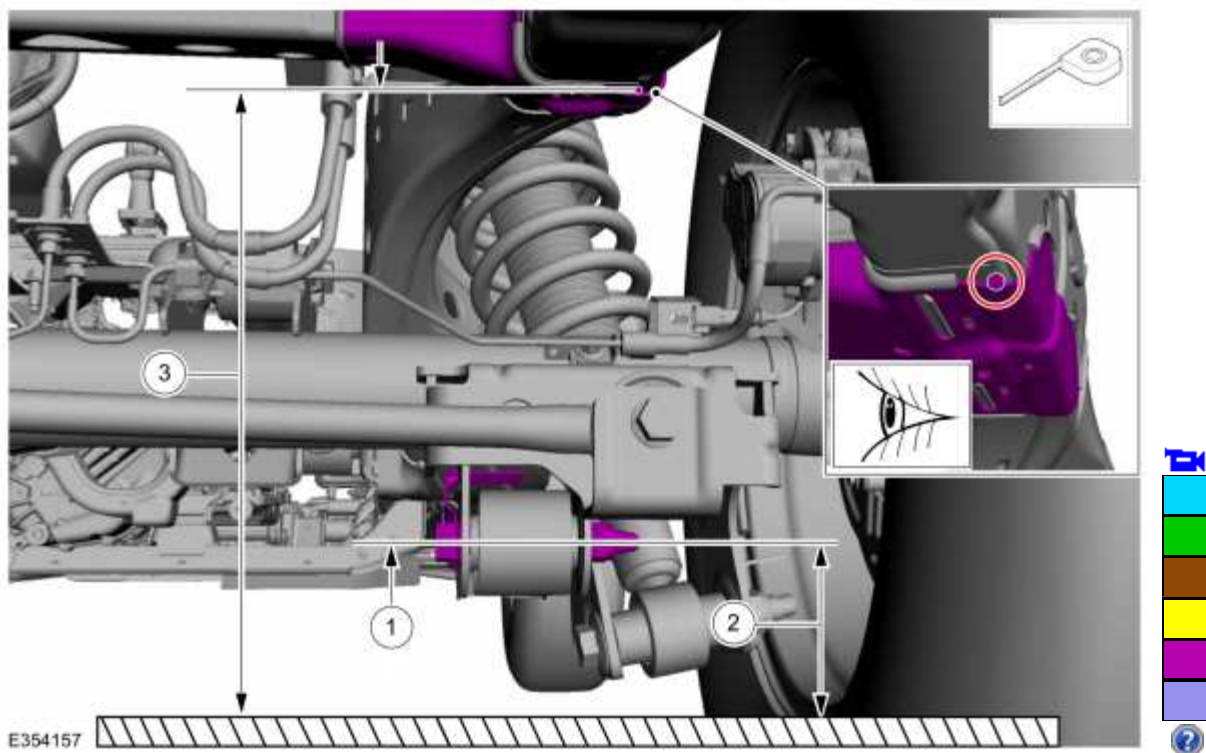
Jounce front and rear suspension vigorously to allow the vehicle to settle.

8. Before measuring ride height check:
 - Tires are inflated to the correct pressure.
 - Vehicle should have at least one-half tank of fuel.
 - All fluids at proper levels.
 - No cargo inside the cab or bed.
 - Inspect for aftermarket equipment. Check for aftermarket changes to the steering, suspension, wheel and tire components (such as competition, heavy duty, etc.).
9.
 1. LH side ride height = 3-2
 2. Measure the distance between the flat level surface and the center of LH panhard rod bolt head surface at the frame. (measurement 3)
Use the General Equipment: Surface Gauge
 3. Measure the distance between the flat level surface and the center of LH lower longitudinal link bolt head surface at the axle bracket. (measurement 2)
Use the General Equipment: Surface Gauge

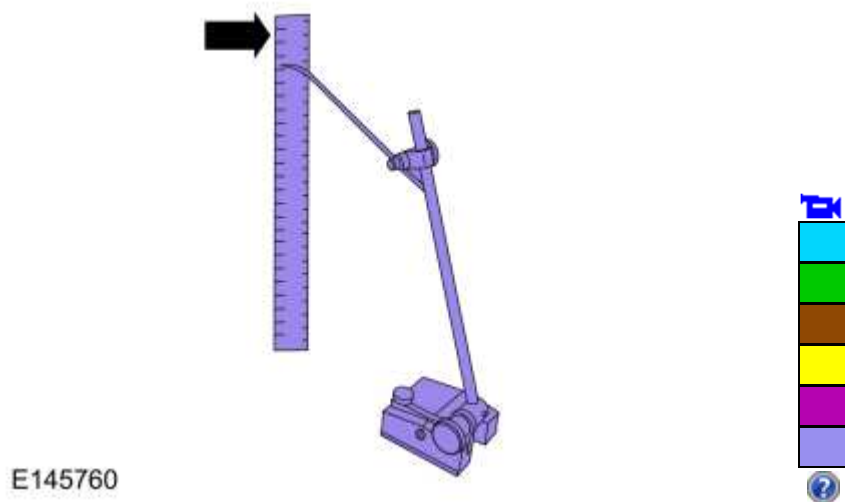


10.

1. RH side ride height = 3-2
2. Measure the distance between the flat level surface and the edge of the indicated bracket at the RH side frame. (measurement 3)
Use the General Equipment: Surface Gauge
3. Measure the distance between the flat level surface and the RH lower longitudinal head surface at the axle. (measurement 2)
Use the General Equipment: Surface Gauge

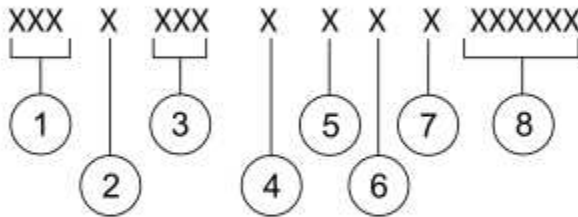


11. With the surface gauge positioned on a flat, level surface, record the measurement of the surface gauge position (measurement 3) and (measurement 2).
Use the General Equipment: Surface Gauge



12. Subtract measurement 2 from measurement 3 to obtain the rear ride height.

The VIN is a 17-digit combination of letters and numbers. The VIN is stamped on a metal tab riveted to the instrument panel, top upper left of the dash. The VIN is also found on the VC label. If the VIN plate requires replacement, authorized dealers must contact their respective regional office.



E142389

Item	Description
1	WMI (World Manufacturer Identifier)
2	Restraint-type and GVWcode
3	Vehicle line, series, body-type code
4	Engine-type code
5	Computer-generated check digit
6	Model year code
7	Assembly plant code
8	Production sequence number

World Manufacturer Identifier

The first 3 VIN positions are the WMI (World Manufacturer Identifier).

- 1FM - Ford Motor Company, USA, MPV (Multi-Purpose Vehicle)

Restraint Type

The fourth VIN position is the vehicle restraint and GVW code.

- D - Active safety belts (all positions), driver and front passenger air bags, side impact inflatable restraints (1st row)
- E - Active safety belts (all positions), driver and front passenger air bags, side impact inflatable restraints (1st row)

Vehicle Line, Series and Body Type

Positions 5 through 7 indicate vehicle line, series and body type.

- E5A - Bronco, 2-door, 4WD
- E5B - Bronco, 4-door, 4WD
- E5C - Bronco, 2-door, Advanced 4WD
- E5D - Bronco, 4-door, Advanced 4WD
- E5E - Bronco, 4-door, Advanced 4WD, (First Edition)
- E5F - Bronco, 2-door, Advanced 4WD, (First Edition)

Engine Type

The eighth VIN position identifies the engine type, displacement and number of cylinders.

- H - 2.3L, EcoBoost, I4
- P - 2.7L, EcoBoost, V6

Check Digit

The ninth VIN position is a government-assigned, computer-generated check digit.

- 0 - 9

Model Year

The tenth VIN position is the model year code.

- M - 2021

Assembly Plant

The eleventh VIN position is the assembly plant code.

- L - Michigan Assembly plant (Michigan)

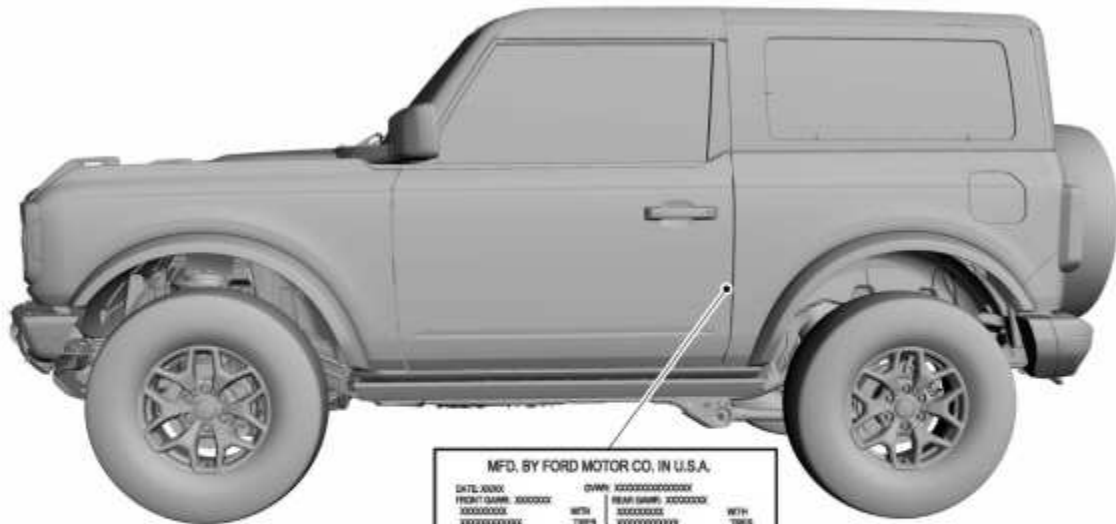
Production Sequence Number

The last 6 VIN positions are a numeric code for the vehicle build sequence. This is also the vehicle serial and warranty number. The serial number can also be found on the engine block, transmission and frame.

- A19980-C99999

VC Codes

VC Label Locator



MFD. BY FORD MOTOR CO. IN U.S.A.			
DATE: XXXX		GVW: XXXXXXXXXX	
FRONT GAW: XXXXXXX	WITH	REAR GAW: XXXXXXX	WITH
XXXXXXX	TIRE	XXXXXXX	TIRE
XXXXXXX	MM	XXXXXXX	MM
AT XXXX MPH XXX	PSI GOLF	AT XXXX MPH XXX	PSI GOLF
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.			
VIN: XXXXXXXXXX		XXXXX	
TYPE: XXXXXXXXXX			
EXT. PWT: XXXXXX XXXXXX		TWO: 1000	
WS	INT. TR.	TRIP	IT
XXX	XX	XXX	XX
UTC: FORD-1500000-00			

E350736

The VC label contains the manufacturer name, the month and year of manufacture, the certification statement and the VIN. It also includes GVW and tire information. If a vehicle requires replacement of the VC label and is 4 years old or less, an authorized dealer must submit the VIN to their respective regional office. The regional office will submit a web form to the assembly plant for the replacement label. Once the label has been printed, a representative from the regional office will deliver the label to the dealer and witness installation on the vehicle. If a vehicle is more than 4 years old and requires a replacement label, the dealer must submit a request to the Department of Motor Vehicles.

MFD. BY FORD MOTOR CO. IN U.S.A.

DATE: XX/XX/XX GVWR: XXXXXXXXXX
 FRONT GAWR: XXXXXX REAR GAWR: XXXXXXXX
 XXXXXXXX WITH XXXXXXXX WITH
 XXXXXXXX TIRES XXXXXXXX TIRES
 XXXXXXXX RIMS XXXXXXXX RIMS
 AT XXXX kPa/XXX PSI COLD AT XXXX kPa/XXX PSI COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR
 VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF
 MANUFACTURE SHOWN ABOVE.

VIN: XXXXXXXXXXXXXXXX 2 XXXXX 3
 TYPE: XXXXXXXXXXXXXXXX XXXXX

1

EXT PNT: XXXXX XXXXX RC: XX DSO: XXXX

WB INT TR TP/PS R AXLE TR SPR XXXXX
 XXX XX XXX X XX X XXXX XXXXX

4 5 6 7 8 9 10 11

UTC ▽ Fb B-1520472-AL

E168871



Item	Description
1	Exterior paint code
2	Region code
3	DSO (District Special Order) code
4	Wheelbase code
5	Interior trim code
6	Tape/paint stripe code
7	Radio code
8	Axle code
9	Transmission code
10	Spring code
11	Powertrain calibration information

Paint Code

Paint codes may be listed as a 2-part code. The first set of paint code numbers/letters indicate the vehicle primary body color. The second set of letters/numbers (if applicable) indicate a 2-tone or accent body color. All paint codes are a base coat/clear coat finish.

- D4 - Rapid Red Metallic (tinted clearcoat)
- E7 - Velocity Blue Metallic
- G1 - Shadow Black/Absolute Black
- HX - Antimatter Blue/Signature Navy
- JS - Iconic Silver/Silver Radiance
- KU - Area 51
- M7 - Carbonized Gray Metallic
- N6 - Lightning Blue (First Edition only)
- NE - Cactus Gray
- PQ - Race Red
- SB - Cyber Orange Metallic (tri-coat)
- YZ - Oxford White

Wheelbase

The following identifies the vehicle wheelbase:

- 100 - 100.4 in (2,550 mm) wheelbase
- 116 - 116.1 in (2,950 mm) wheelbase

Interior Trim Codes

Interior trim codes are listed as a 2-part code. The first digit listed indicates the seat and fabric style. The second digit listed indicates the interior trim color.

Interior Trim Type

- 1 - Vinyl Black seats
- 2 - Leather trim/Vinyl Roast/Black seats
- 5 - Leather trim/Vinyl Black seats (First Edition only)
- 7 - Leather trim/Vinyl Gray/Navy seats
- 8 - Leather trim/Vinyl Black seats
- J - Cloth Gray/Navy seats
- L - Cloth Gray/Black seats
- P – Cloth Sandstone/Black seats
- Q – Cloth Sandstone/Black seats
- R – Cloth Roast/Black seats
- S - Vinyl Gray/Black seats
- T - Leather trim/Vinyl Standstone/Black seats

Interior Trim Color Codes

- V - Black Onyx

Tape/Paint Stripe Codes

Tape and paint stripe codes do not apply.

Radio Codes

The following lists available radio codes:

- 9 - AM/ FM stereo, 10-Speakers, SYNC, navigation
- B - AM/ FM stereo, 6-Speakers, SYNC
- C - Connected navigation (90-days trial)
- E - Connected built in navigation (3-years included)
- F - AM/ FM stereo, 10-Speakers, SYNC #4, navigation
- G - AM/ FM stereo, 10-Speakers, SYNC #4
- H - AM/ FM stereo, 6-Speakers, SYNC, Electronic Digital A2B (Automobile Audio Bus)
- I - AM/ FM stereo, 6-Speakers, SYNC
- J - AM/ FM stereo, 6-Speakers, SYNC #4, Electronic Digital A2B (Automobile Audio Bus)
- K - AM/ FM stereo, 6-Speakers, SYNC #4
- L - AM/ FM stereo, 6-Speakers, SYNC #4, navigation, Electronic Digital A2B (Automobile Audio Bus)
- M - AM/ FM stereo, 6-Speakers, SYNC #4, navigation
- N - AM/ FM stereo, 10-Speakers, SYNC #4, Electronic Digital A2B (Automobile Audio Bus)
- P - B&O Play® AM/ FM stereo, Connected built in navigation (3-years included)
- S - AM/ FM stereo, 6-Speakers, SYNC #4
- T - AM/ FM stereo, 6-Speakers, SYNC #4, navigation
- Y - AM/ FM stereo, 6-Speakers, SYNC

Axle Type

The following lists the available axle ratios and associated codes:

- 2L - 4.27 Final Drive Ratio/Rear Axle-Locking Differential
- 46 - 4.46 Final Drive Ratio/Rear Axle-Locking Differential
- 4L - 4.46 Final Drive Ratio/Rear Axle-Open Differential
- 7L - 4.7 Final Drive Ratio/Rear Axle-Locking Differential
- 73 - 3.73 Final Drive Ratio/Rear Axle-Open Differential

Transmission Codes

Available transmissions are as follows:

- Q - 7- speed manual (MT88)
- T - 10-speed automatic (10R60)

Spring Codes

Spring codes are listed as a 2-part code. The first 2 characters identify the RH and LH front springs. The third and fourth characters identify the RH and LH rear springs.

- Base part number - 5310

- Base part number - 5560

MFD. BY FORD MOTOR CO. IN U.S.A.

DATE: XX/XX		GVWR: XXXXXXXXXX	
FRONT GAWR: XXXXXX	WITH	REAR GAWR: XXXXXXXX	WITH
XXXXXXX	TIRES	XXXXXXX	TIRES
XXXXXXXXXX	RIMS	XXXXXXXXXX	RIMS
XXXXXXX		XXXXXXX	
AT XXXX kPa/XXX	PSI COLD	AT XXXX kPa/XXX	PSI COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR
VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF
MANUFACTURE SHOWN ABOVE.

VIN: XXXXXXXXXXXXXXXX

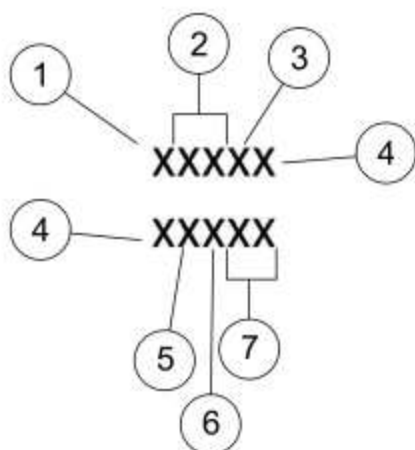
TYPE: XXXXXXXXXXXXXXXX

XXXXX
XXXXX

EXT PNT: XXXXX XXXXX				RC: XX		DSO: XXXX	
WB	INT TR	TP/PS	R	AXLE	TR	SPR	XXXXX
XXX	XX	XXX	X	XX	X	XXXXX	XXXXX

UTC ▽ F85B 472-AB

NOTE: Powertrain calibration information is limited to a maximum of 5 characters per line on the VC label. Because of this, calibration identification consisting of more than 5 characters will wrap to the second line on the VC label.



E142402

Powertrain calibration information is printed in the lower right corner of the VC label. Only the base calibration information is printed. Revision levels will not appear, however, they can be obtained through a scan tool using the most current software revision.

Item	Description
1	Model year (year in which the calibration strategy was first introduced).
2	Vehicle line
3	Transmission code
4	Unique calibrations (designates different hardware to similar vehicles), example: tires or drive ratios
5	Fleet code (describes fleet to which the vehicle belongs), example: 6 - EVAP
6	Certification region (lead region where multiple regions are included in one calibration), example: A - US federal
7	Revision level (will advance as revisions occur), not printed on label but may be obtained through scan tool

Model Year

- M - 2021

Vehicle Code

- G1 - Bronco

Transmission Code

- 1 - Manual transmission
- 2 - Automatic transmission

Unique Calibration

The Emission/Corporate Average Fuel Economy/CO2 Compliance Department is responsible for assigning these calibration numbers. Unique identifications are assigned to cover similar vehicles to differentiate between tires, drive configurations, final drive ratios and other calibration-significant factors. These 2 characters are chosen by the analyst to provide identifiable information unique to each calibration. For example, using the number 2 to denote a 2- valve engine versus using the number 4 to denote a 4-valve engine provides an easily identifiable difference.

Fleet Coding

- 0 - Certification (U.S. 4K, final sale in export markets)
- 1 - Heavy duty gas engine/Dyno
- 2 - Fast Automobile Manufacturers' Association, U.S.
- 3 - Alternative durability protocol, U.S.
- 4 - Not assigned
- 5 - Not assigned
- 6 - EVAP
- 7 - Mileage accumulation aging endurance durability
- 8 - OBD
- 9 - Not assigned

Certification Region

- 5 - U.S. 50 states
- A - U.S. federal, including altitude, may include Canada and/or Mexico
- B - U.S. California standard, includes U.S. green states
- C - Canada
- D - China
- E - European Community - Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden and UK (United Kingdom)
- F - EEC (European Extended Community) - E-plus Croatia, Czech Republic, Estonia, Hungary, Norway, Poland, Romania, Russian Federation, Slovakia, Slovenia, Switzerland and Yugoslavia
- G - GCC (Gulf Cooperative Council) - Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and UAE (United Arab Emirates)
- H - Hong Kong
- J - Japan
- K - Korea
- L - Malaysia
- M - Mexico
- N - New Zealand
- P - Australia
- Q - South America (Brazil)
- S - Singapore
- T - Taiwan
- U - South America (unleaded fuel regions)
- V - Vietnam
- X - Rest Of World (ROW)
- Y - Military

- Z - Israel

Revision Level (not printed on label)

- 91-99 - Hardware and certification levels
- 01-04 - Preliminary levels
- 00 - Job 1 production (initial certification)
- 05-09 - Pre-job 1 revisions to calibrations
- 10-89 - Post-job 1 revisions to calibrations
- 0B - Durability test level
- BD - OBD intermediate level (pre-05)

204-02 Rear Suspension
Removal and Installation

2021 Bronco
Procedure revision date: 05/25/2021

Shock Absorber and Spring Assembly

Special Tool(s) / General Equipment

Vehicle/Axle Stands

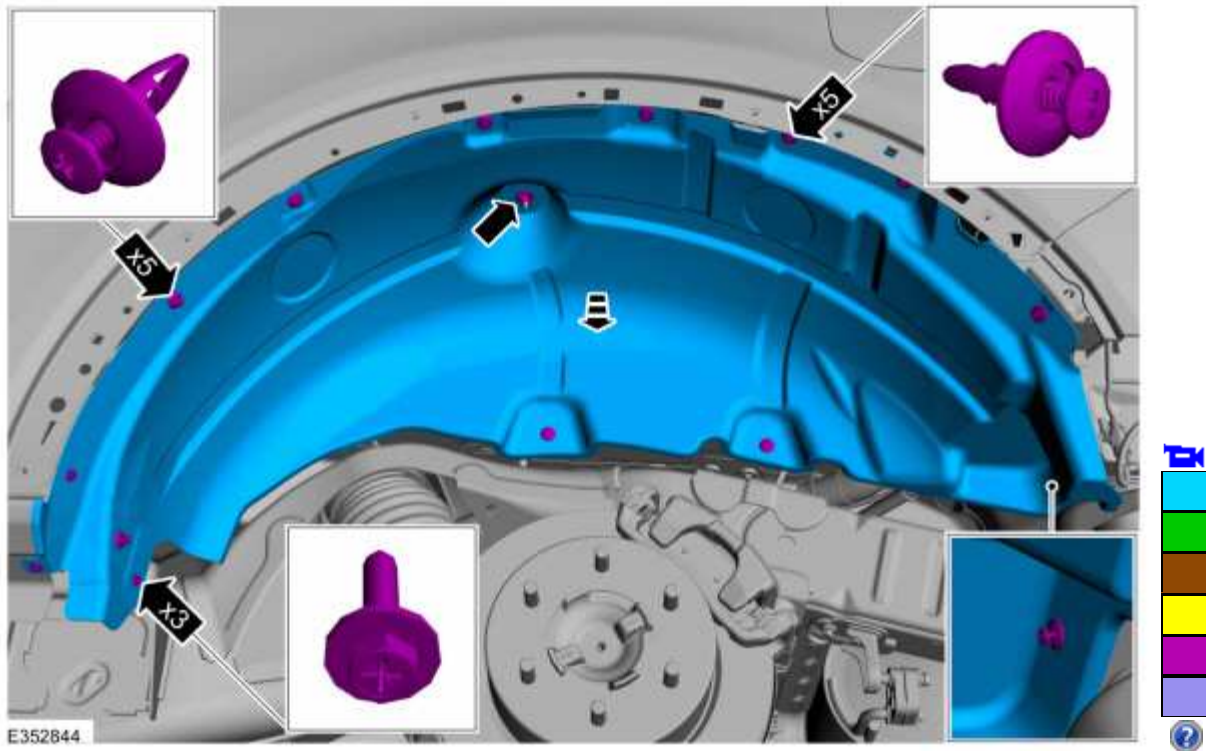
Removal

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.

NOTE: LH side shown, RH side similar.

1. Remove the wheel and tire.
Refer to: Wheel and Tire (204-04A Wheels and Tires, Removal and Installation).
2. Remove the rear quarter panel moulding.
Refer to: Rear Quarter Panel Moulding (501-08 Exterior Trim and Ornamentation, Removal and Installation).
3. Detach the retainers and remove the splash shield.
Torque: 18 lb.in (2 Nm)

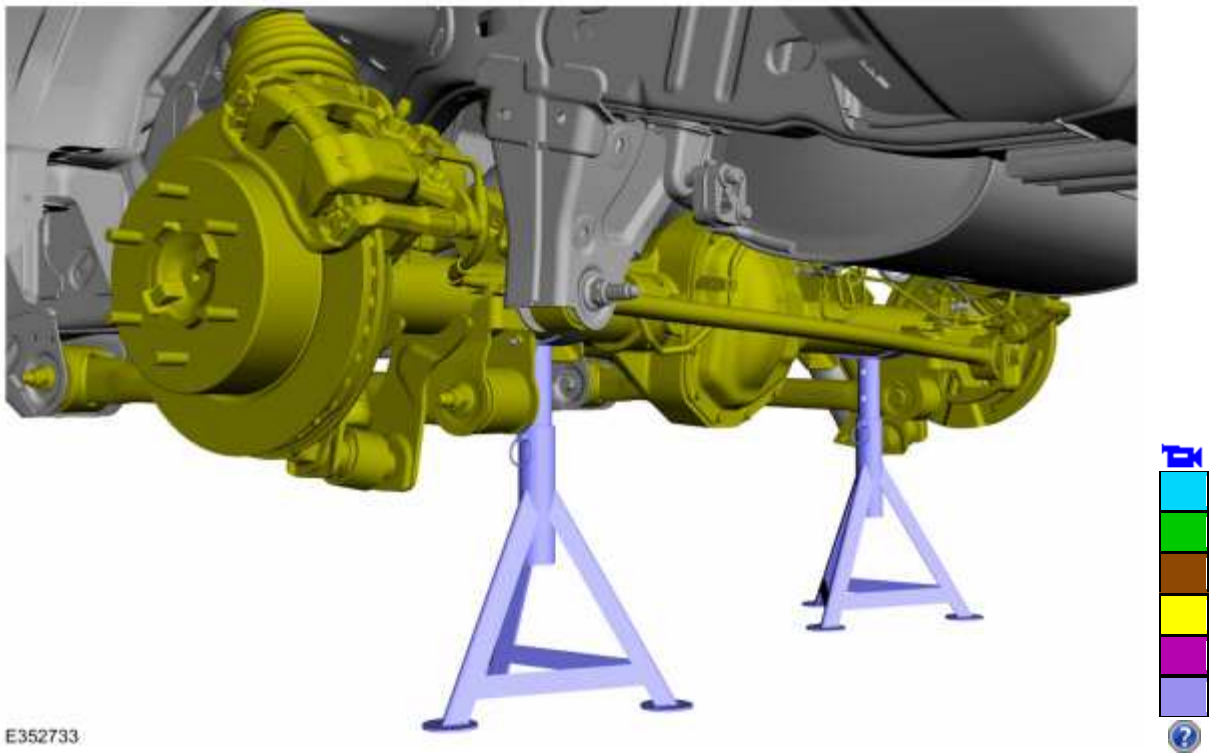


4. **NOTICE:** Do not position the jack on the front control arm or rear control arm on any vehicle. Damage to control arms may occur.

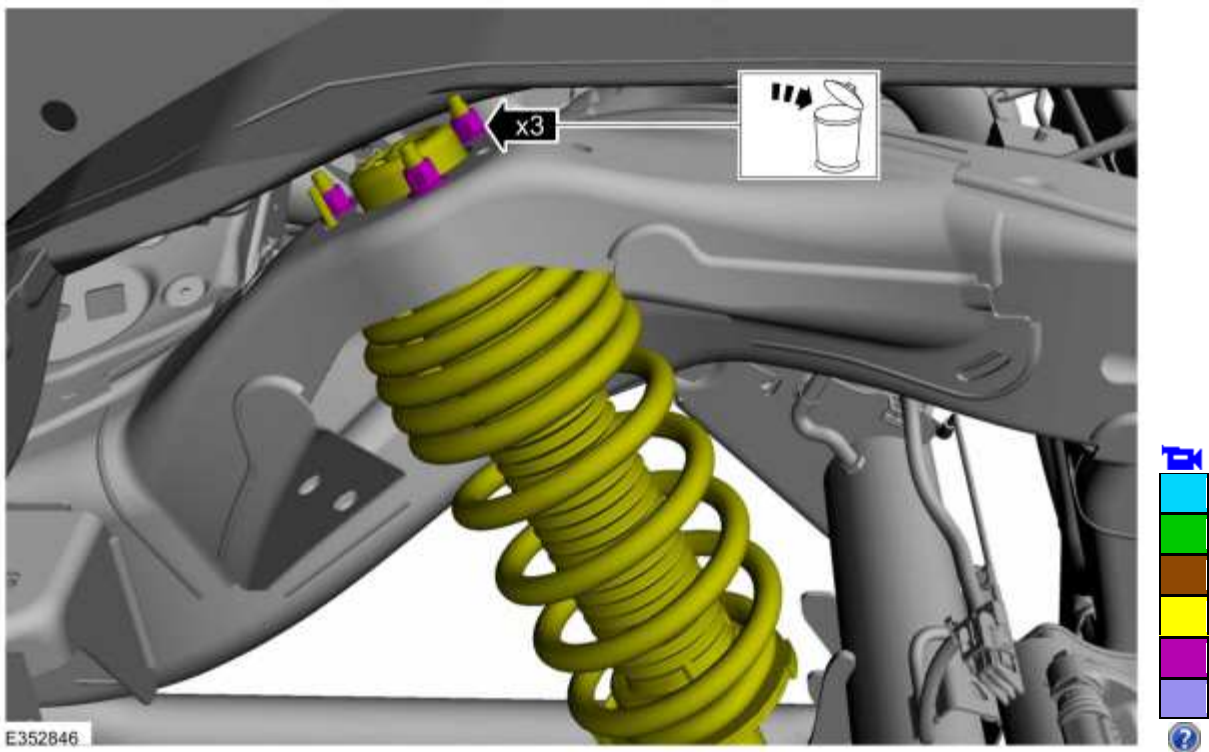
NOTICE: Make sure that the jack insulator pads are correctly positioned to prevent direct contact with other components.

With the vehicle on hoist, place axle stands under the rear axle such that the axle stand insulator pads are in contact with the axle.

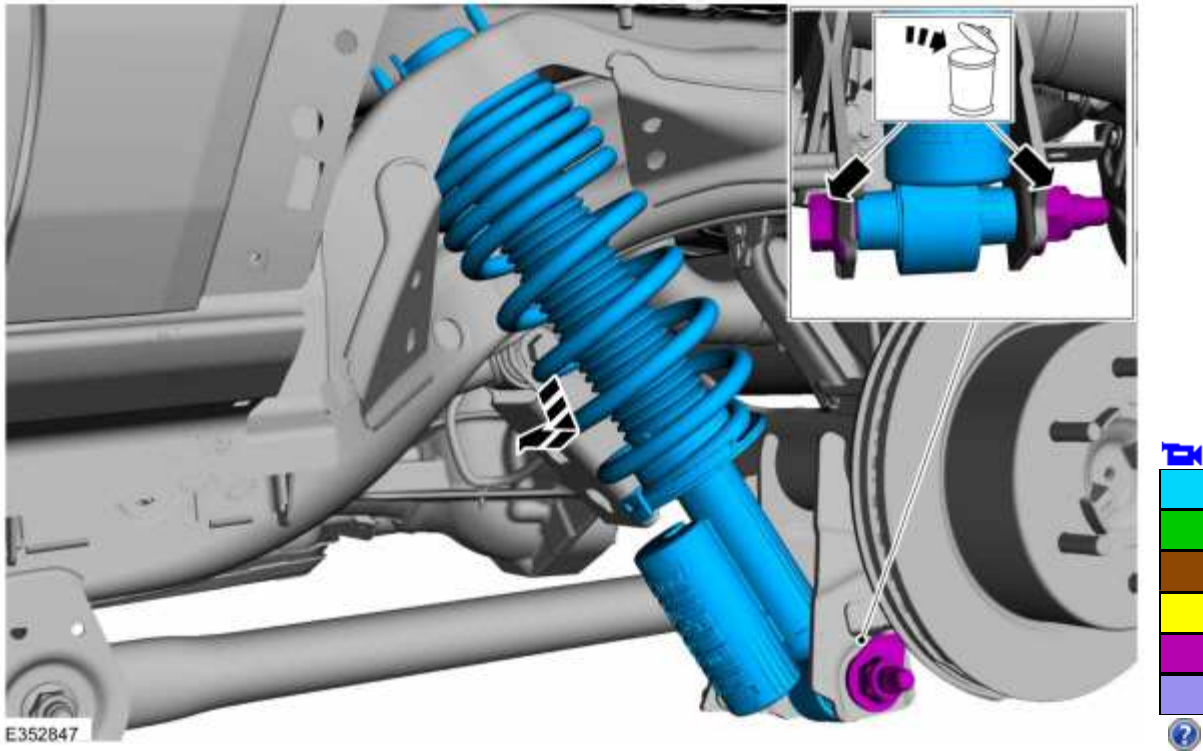
Use the General Equipment: Vehicle/Axle Stands



5. Remove and discard the rear shock absorber upper nuts.



6. Remove and discard the rear shock absorber lower nut and bolt and remove the shock absorber.



Installation

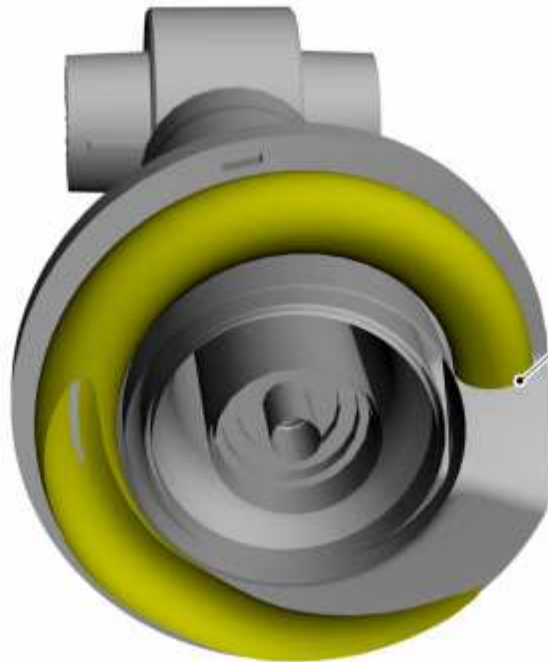
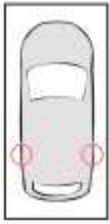
NOTE: Do not fully tighten the shock absorber mounting bolts. Tighten the suspension bushing fasteners with the suspension loaded or with the weight of the vehicle resting on the wheels and tires, otherwise incorrect clamp load and bushing damage may occur.

Hitachi - shock absorber and spring assembly.

1. **NOTE:** Make sure that the component is installed to the position noted before removal.

On both sides.

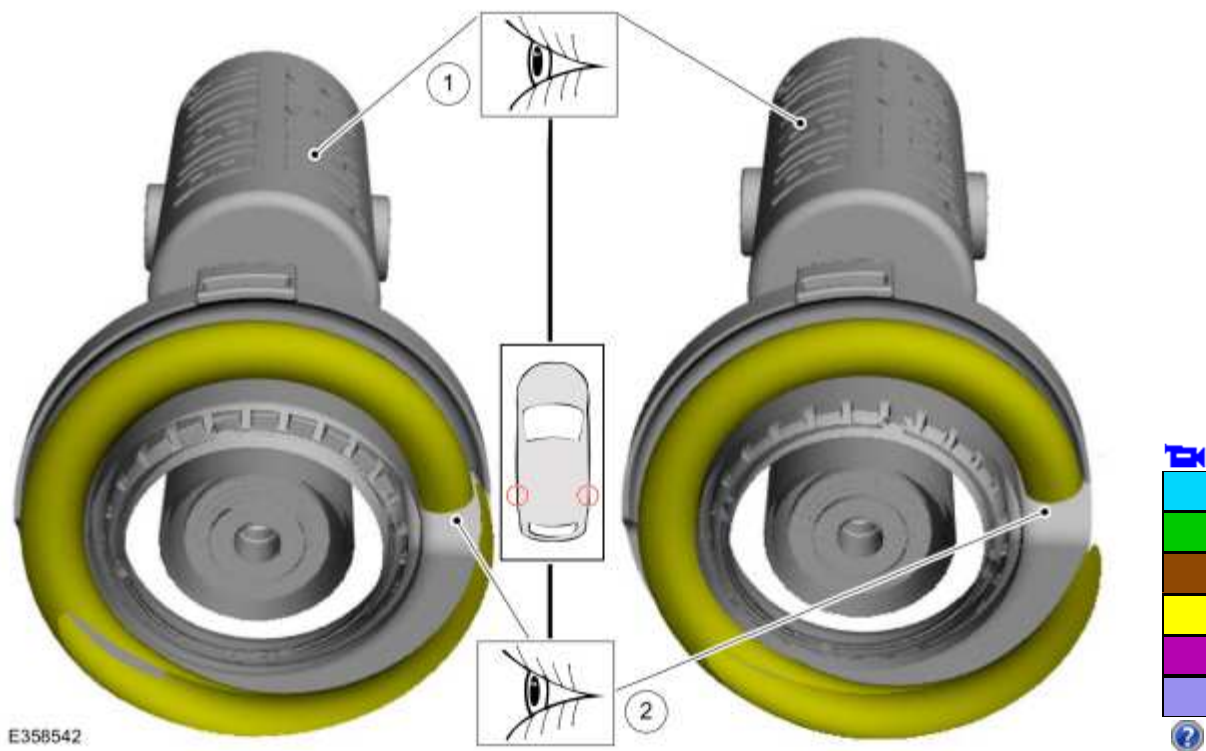
Make sure that the spring lower end tip in the shock absorber and spring assembly is facing the RH side of the vehicle.



E358541

Bilstein - shock absorber and spring assembly.

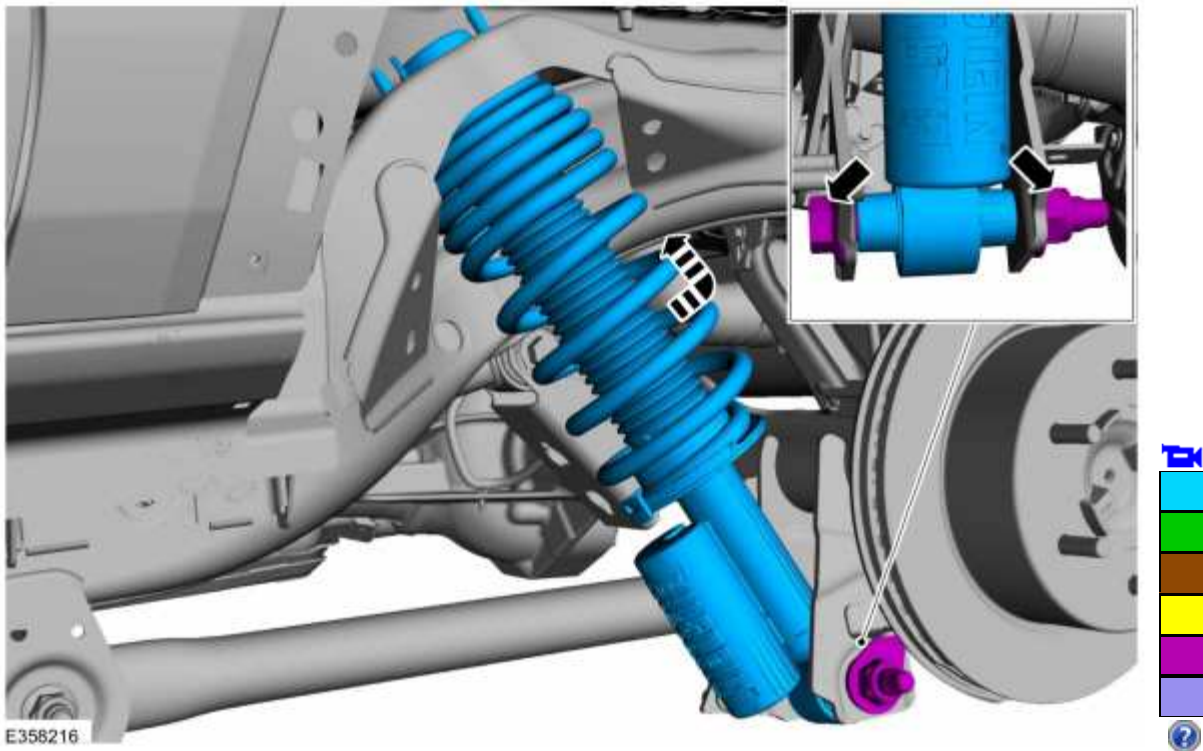
2. **NOTE:** *Make sure that the component is installed to the position noted before removal.*
 1. Shock absorber reservoir should face forward direction for the vehicle.
 2. Make sure coil spring lower end tip in the shock assembly must face RH side of the vehicle.



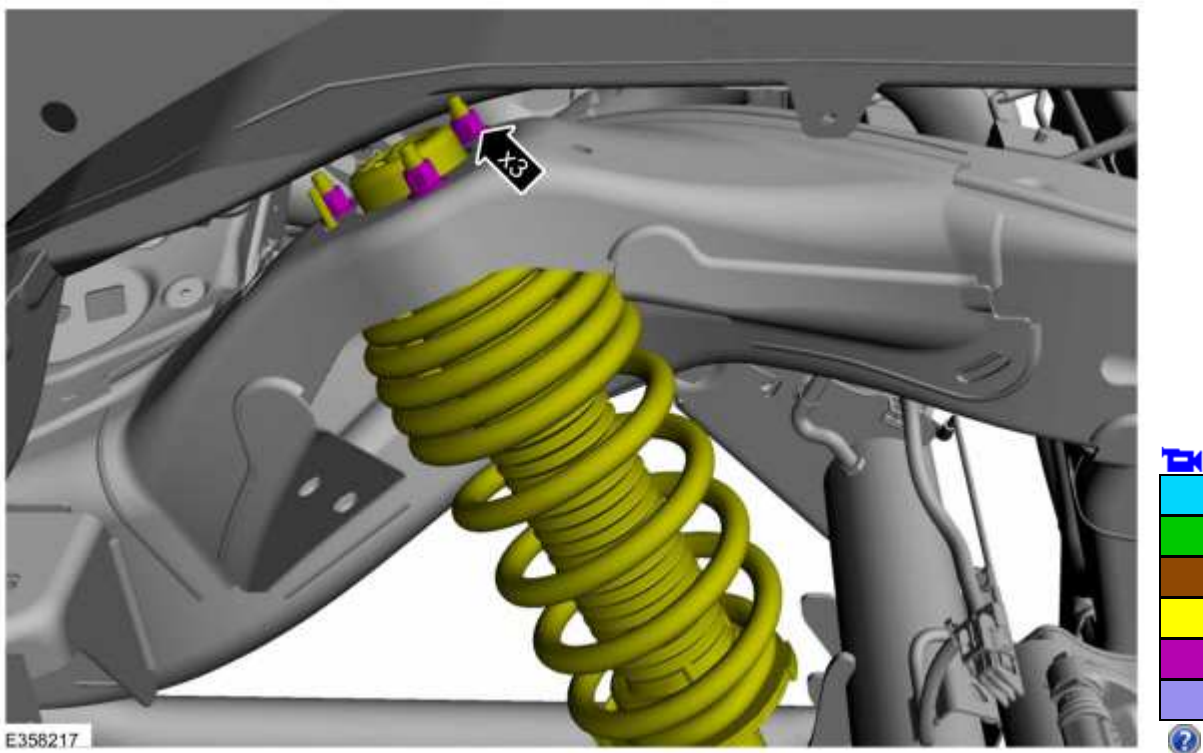
All vehicles

3. **NOTE:** Make sure a new nut and bolt is installed.

Install the new rear shock absorber and shock absorber lower bolt and nut.
Torque: 350 lb.ft (475 Nm)



4. Install the new rear shock absorber upper nuts.
Torque: 41 lb.ft (55 Nm)



5. To install, reverse the removal procedure.

Shock Absorber and Spring Assembly - Vehicles With: Hitachi Shocks

Special Tool(s) / General Equipment

Spring Compressor
Vise

DISASSEMBLY



WARNING: Coil springs and strut assemblies are compressed under extreme load. Always use a spring compressor for disassembly. Follow procedure instructions carefully and make sure the spring compressor has the correct spring plates or adapters. Failure to follow these instructions may result in serious personal injury.

NOTE: *Disassembly steps in this procedure may contain assembly details.*

NOTE: *Standard shock absorber shown, all other similar.*

1. Remove the shock absorber and spring assembly.
Refer to: Shock Absorber and Spring Assembly (204-02 Rear Suspension, Removal and Installation).
2.  **WARNING:** Coil springs and strut assemblies are compressed under extreme load. Always use a spring compressor for disassembly. Follow procedure instructions carefully and make sure the spring compressor has the correct spring plates or adapters. Failure to follow these instructions may result in serious personal injury..

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

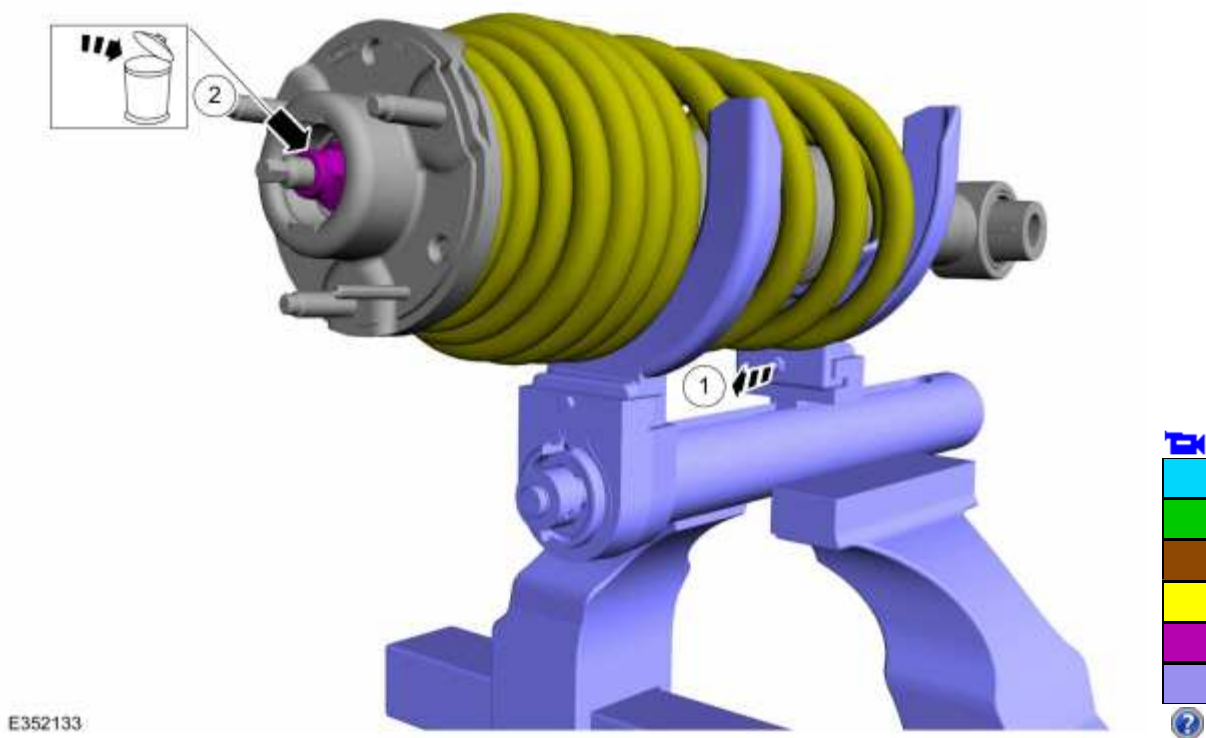
NOTICE: Take extra care not to damage the component.

NOTICE: Do not use power tools to remove the nut.

NOTE: *Typical assembly shown. actual application may vary.*

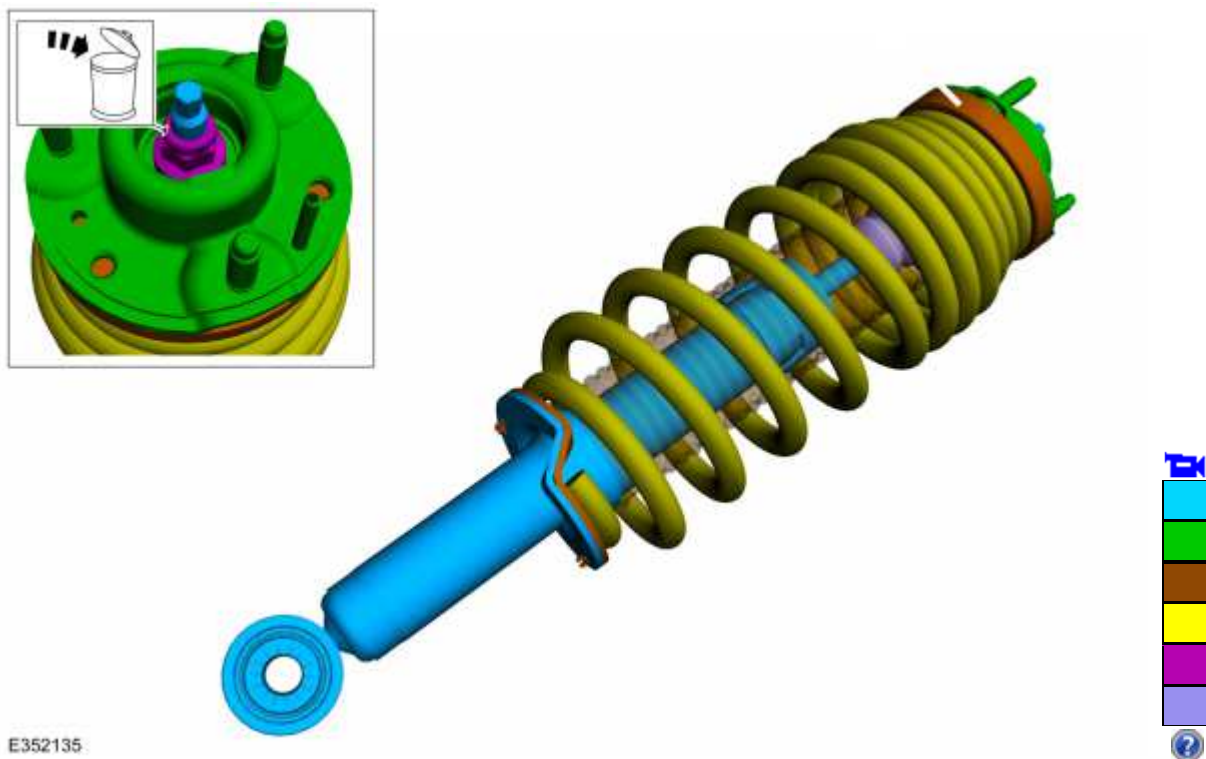
1. Compress the spring until the tension is released from the shock absorber.
Use the General Equipment: Spring Compressor
2. **NOTE:** *Use the hex-holding feature to prevent the component from turning.*

Carefully remove and discard the strut rod nut.



3. **NOTE:** Note the position of the components before removal.

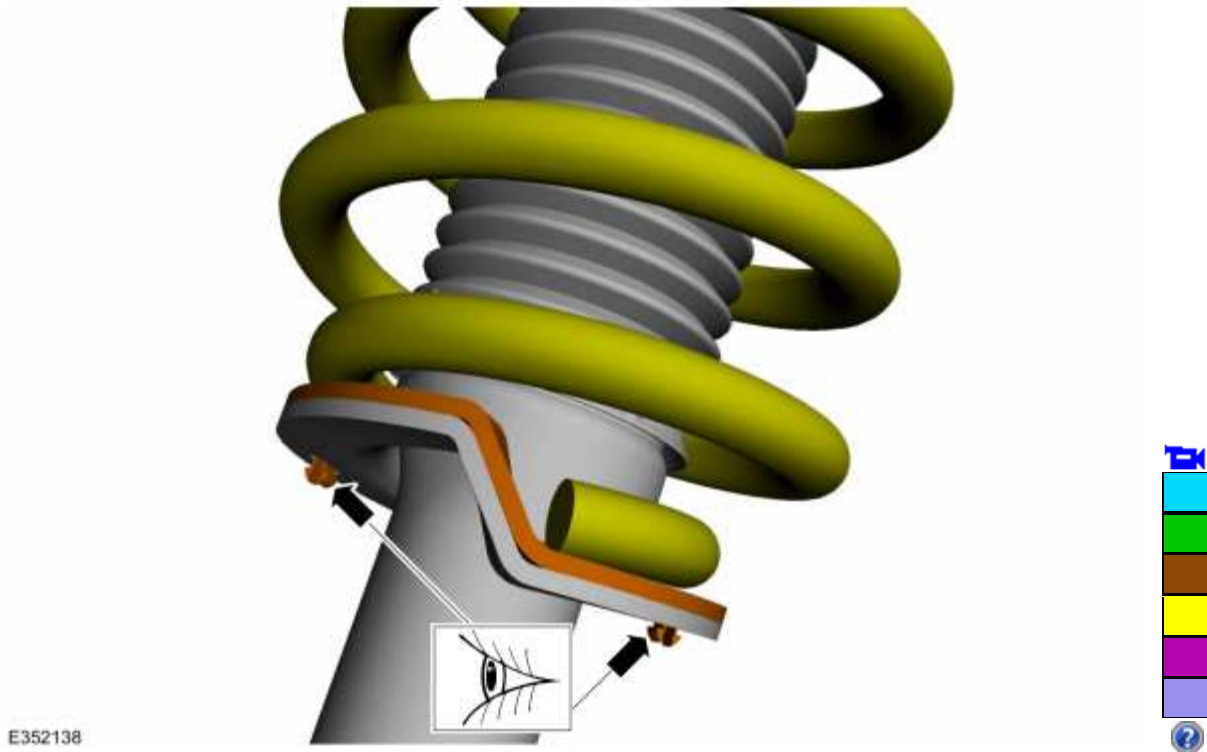
Disassemble the shock absorber and spring assembly.



ASSEMBLY

1. **NOTE:** *Make sure that the spring is centered in the lower spring seat.*

Make sure that the lower spring isolator pad is properly seated on spring seat.



2. **⚠ WARNING:** Take extra care when handling a compressed spring. Failure to follow this instruction may result in personal injury.

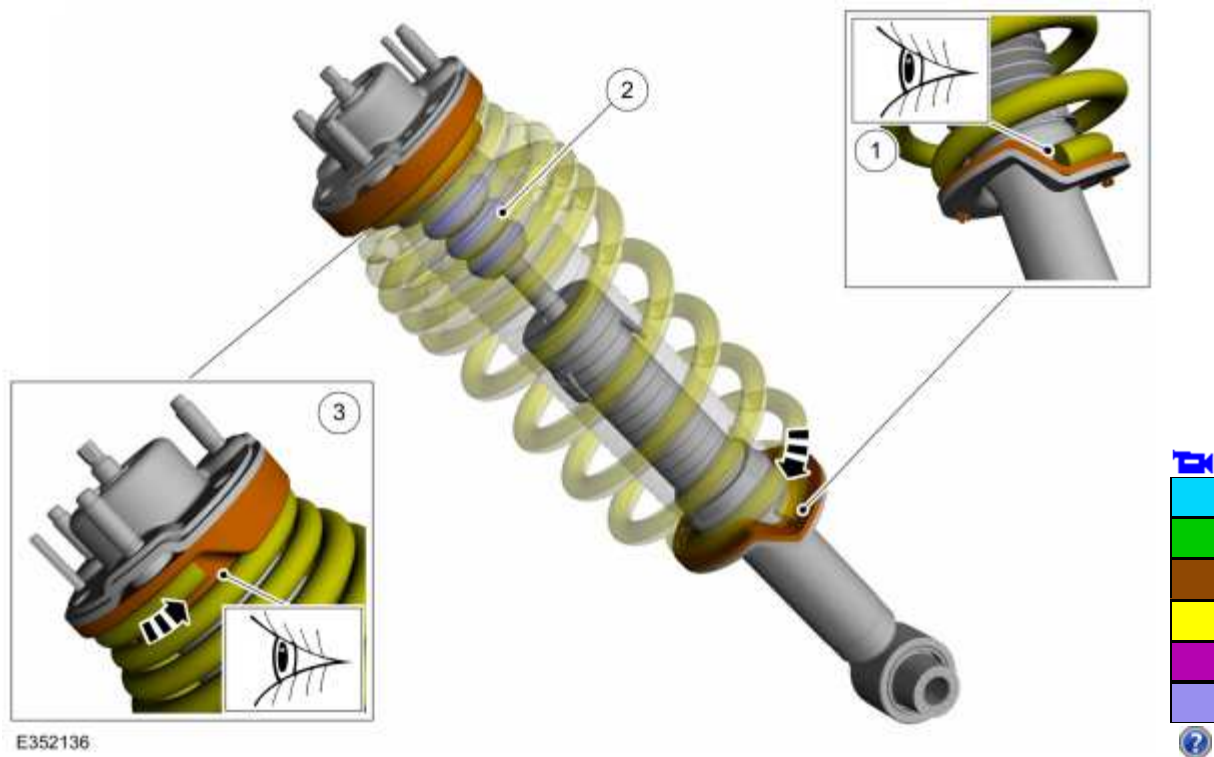
NOTE: *Make sure that the spring coating is not damaged during assembly process.*

NOTE: *Make sure that the spring is not overcompressed during installation*

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

If installing a new component, remove the barcode label from the upper spring seat.

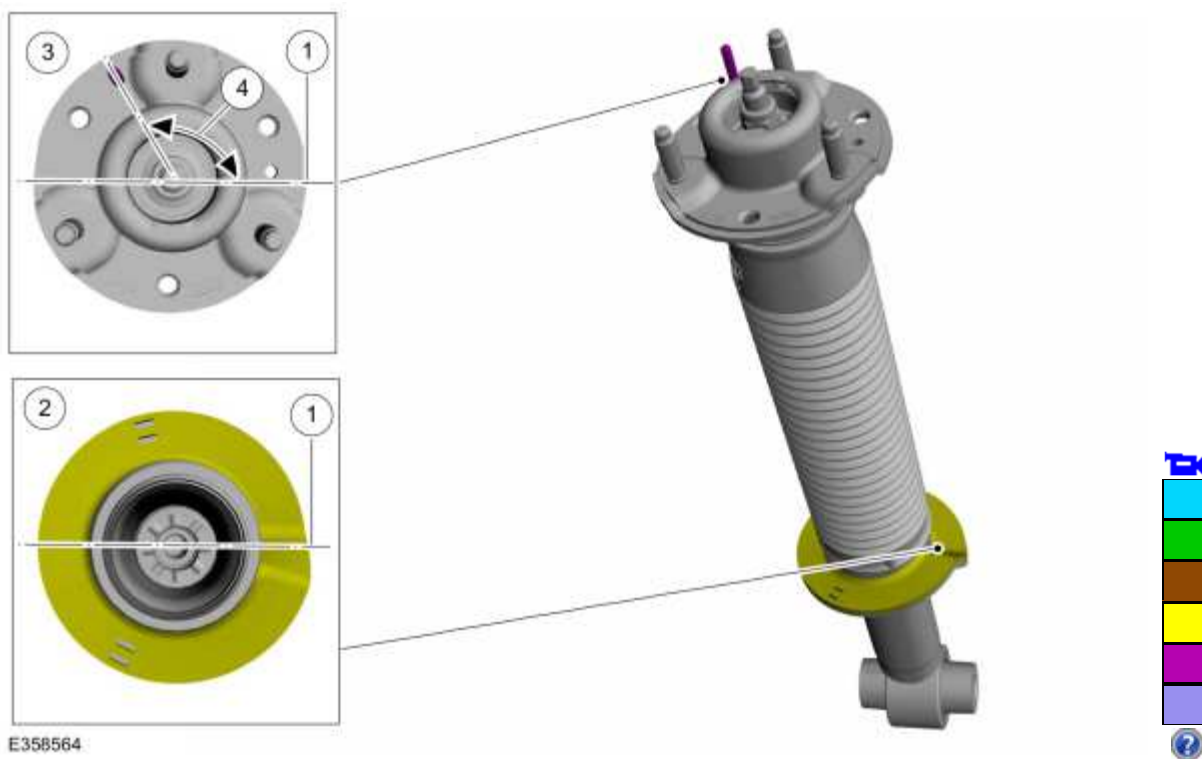
1. Align the coil spring to contact the step in the lower spring seat.
2. Place dustboot assembly over the shock rod and make sure jounce bumper is at the top of the assembly.
3. Place the upper isolator on the top of the coil spring and rotate clockwise until the isolator step aligns with the coil spring.



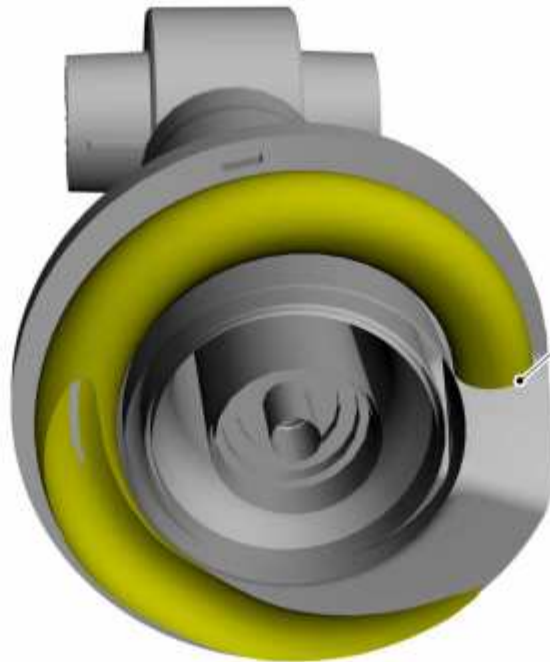
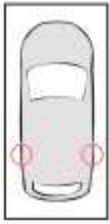
3.

1. Rear lower spring seat axis.
2. Lower spring seat position (Top view).
3. Top mount position (Top view).
4. **NOTE:** *Make sure that the correct tolerances are observed.*

Locate the top mount such that the locating pin so it is $118^{\circ} \pm 3^{\circ}$ from the lower end tip of the coil spring in the top view.



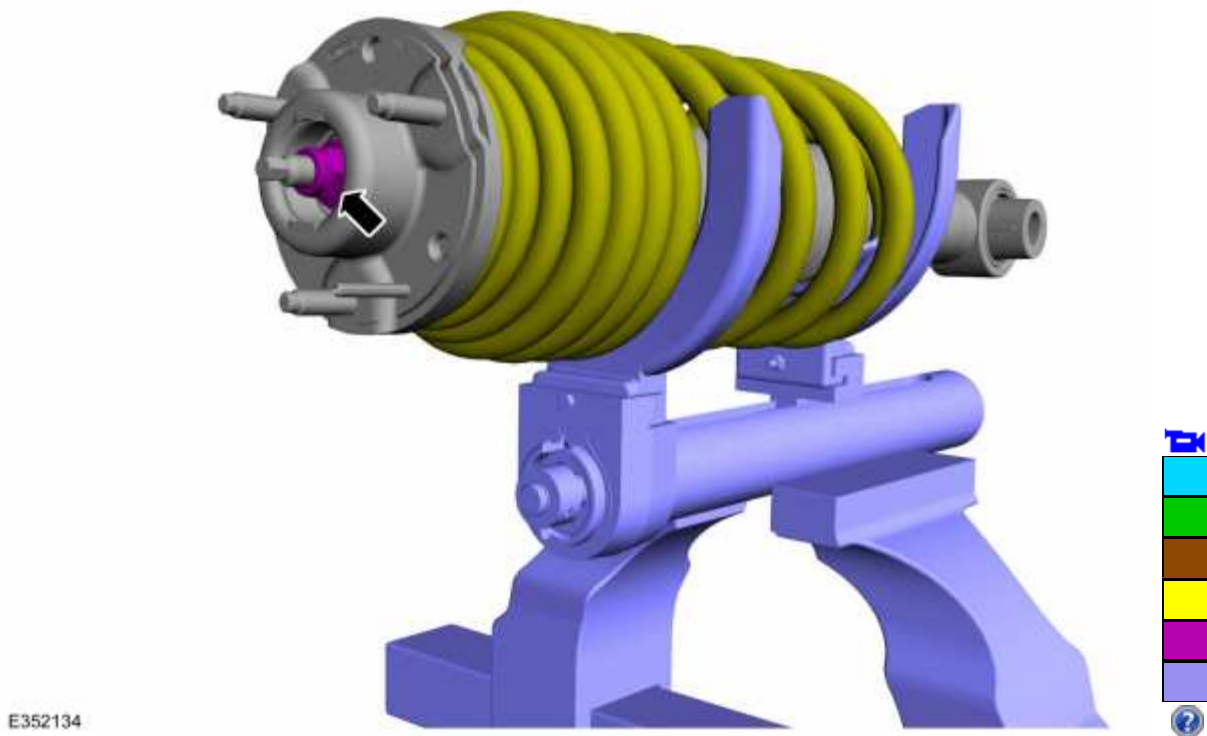
4. After aligning the pin with the frame hole during vehicle installation, check the position of the spring lower end tip and the locating pin.
 - On both sides.
Make sure coil spring lower end tip in the shock assembly is facing the RH side of the vehicle.



E358541

5. **NOTE:** Use the hex-holding feature to prevent the strut rod from rotating while removing and installing the strut rod nut.

While holding the shock rod, install the new shock absorber rod nut.
Use the General Equipment: Spring Compressor
Use the General Equipment: Vise
Torque: 41 lb.ft (55 Nm)



6. Release the spring tension & remove the spring compressor.
Use the General Equipment: Spring Compressor
7. Install the shock absorber and spring assembly.
Refer to: Shock Absorber and Spring Assembly (204-02 Rear Suspension, Removal and Installation).

Shock Absorber and Spring Assembly - Vehicles With: Bilstein Shocks

Special Tool(s) / General Equipment

Spring Compressor
Vise

DISASSEMBLY

⚠ WARNING: Coil springs and strut assemblies are compressed under extreme load. Always use a spring compressor for disassembly. Follow procedure instructions carefully and make sure the spring compressor has the correct spring plates or adapters. Failure to follow these instructions may result in serious personal injury.

NOTE: *Disassembly steps in this procedure may contain assembly details.*

NOTE: *Standard shock absorber shown, all other similar.*

1. Remove the shock absorber and spring assembly.
Refer to: Shock Absorber and Spring Assembly (204-02 Rear Suspension, Removal and Installation).
2.  **WARNING:** Coil springs and strut assemblies are compressed under extreme load. Always use a spring compressor for disassembly. Follow procedure instructions carefully and make sure the spring compressor has the correct spring plates or adapters. Failure to follow these instructions may result in serious personal injury..

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

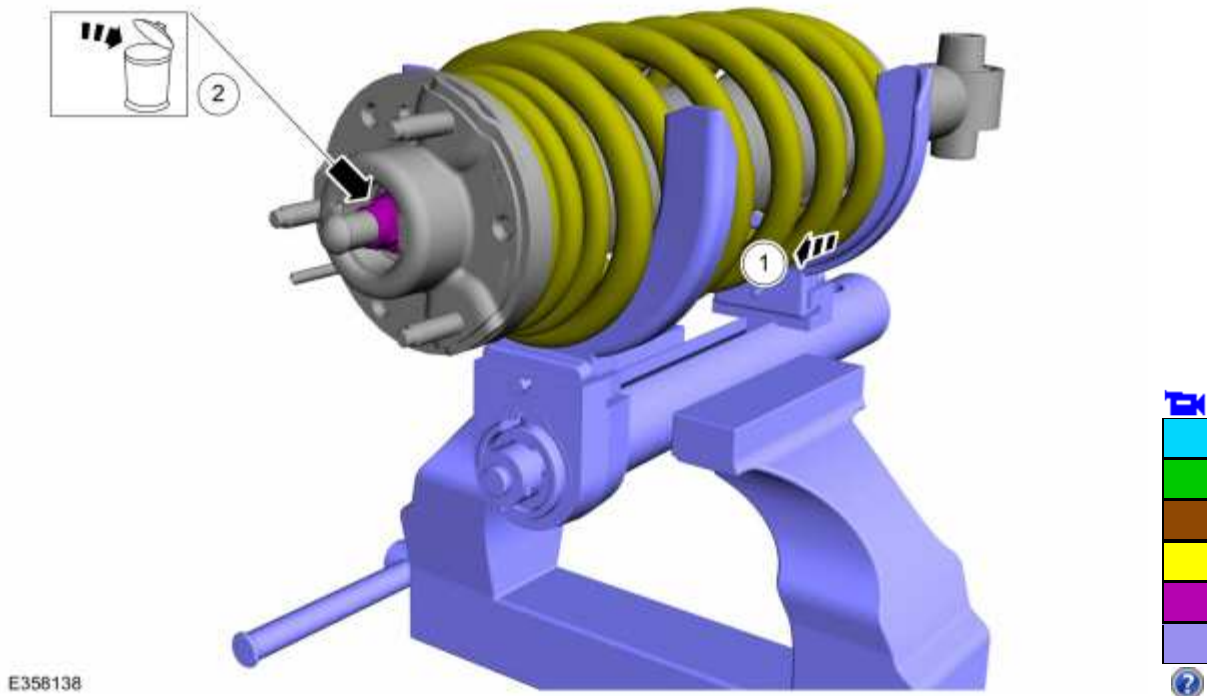
NOTICE: Take extra care not to damage the component.

NOTICE: Do not use power tools to remove the nut.

NOTE: *Typical assembly shown. actual application may vary.*

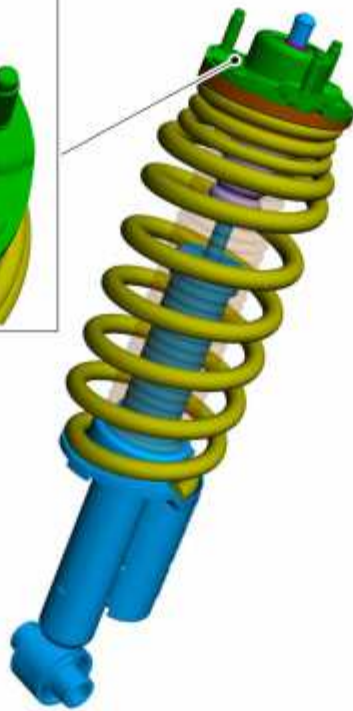
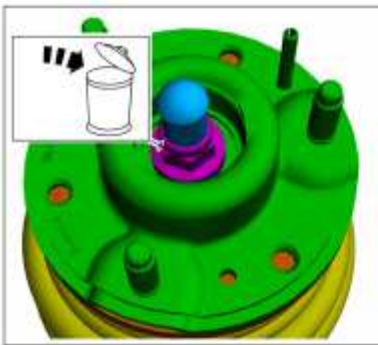
1. Compress the spring until the tension is released from the shock absorber.
Use the General Equipment: Spring Compressor
2. **NOTE:** *Use the hex-holding feature to prevent the component from turning.*

Carefully remove and discard the strut rod nut.



3. **NOTE:** *Note the position of the components before removal.*

Disassemble the shock absorber and spring assembly.



E358140

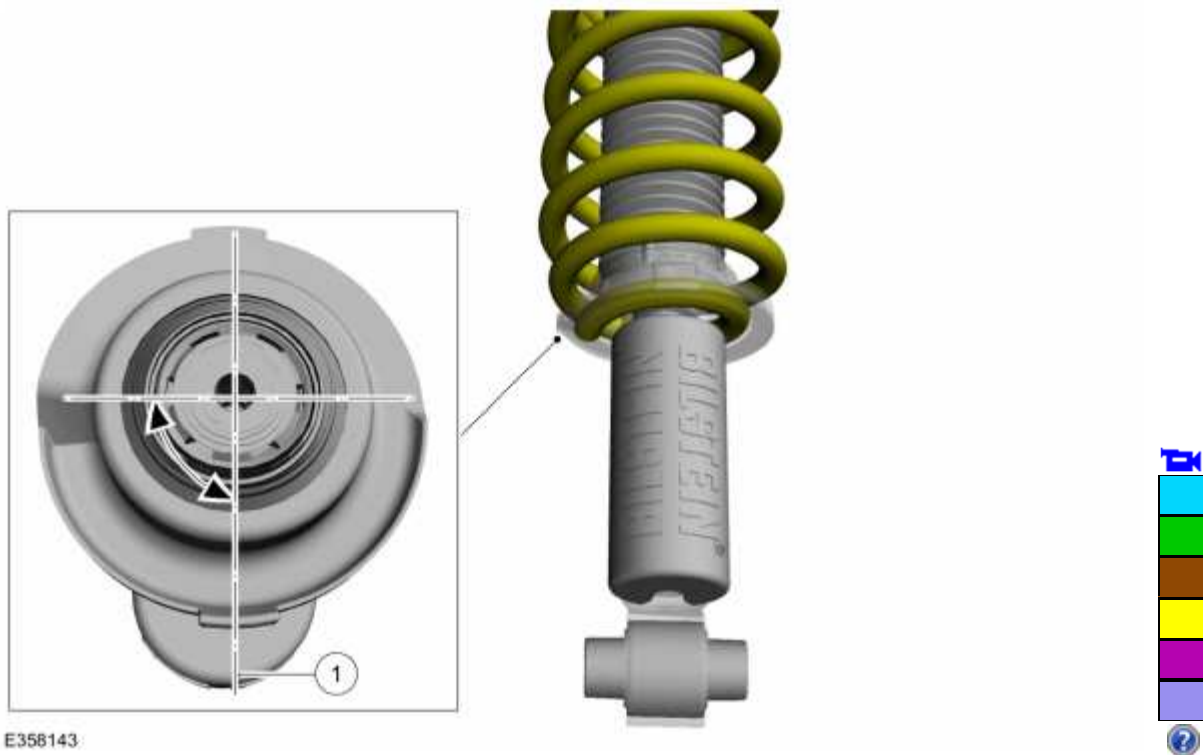


ASSEMBLY

1. **NOTE:** *Make sure that the correct tolerances are observed.*

On both sides.

- Shock absorber reservoir axis.
Rotate the lower spring seat such that spring tip contact step is 90° clockwise front the shock absorber reservoir.



2.  **WARNING:** Take extra care when handling a compressed spring. Failure to follow this instruction may result in personal injury.

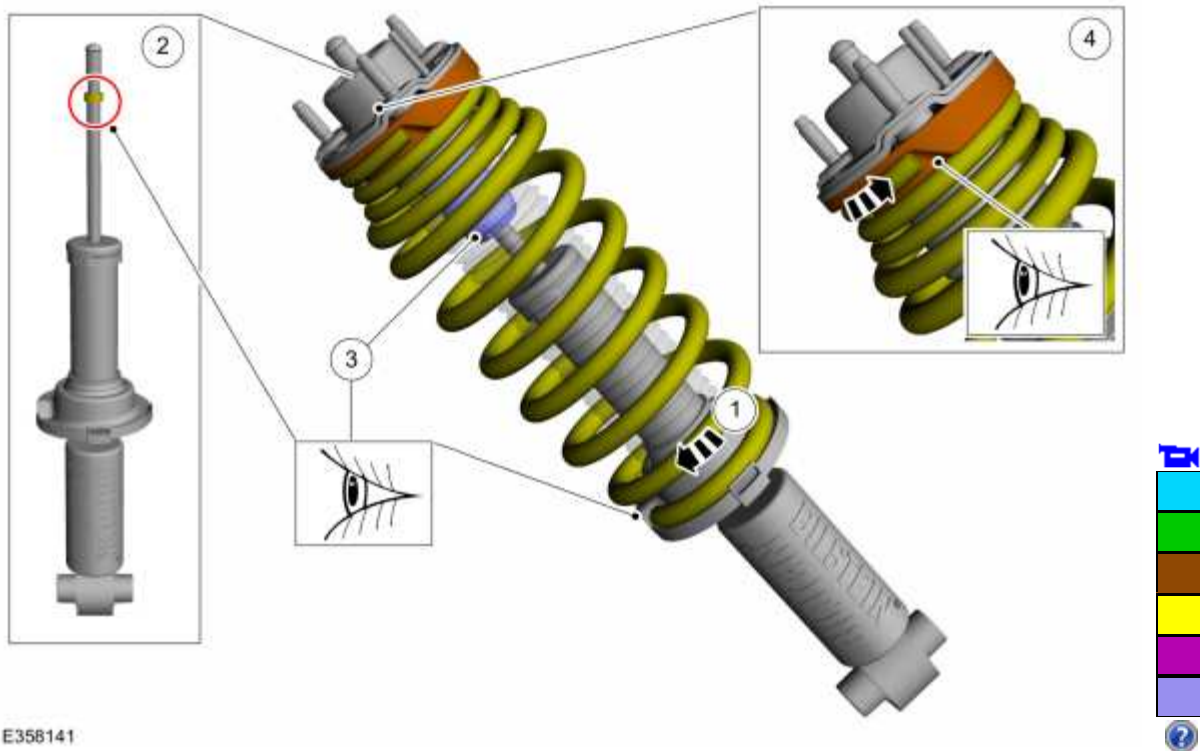
NOTE: Make sure that the spring coating is not damaged during assembly process.

NOTE: Make sure that the spring is not overcompressed during installation

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

If installing a new component, remove the barcode label from the upper spring seat.

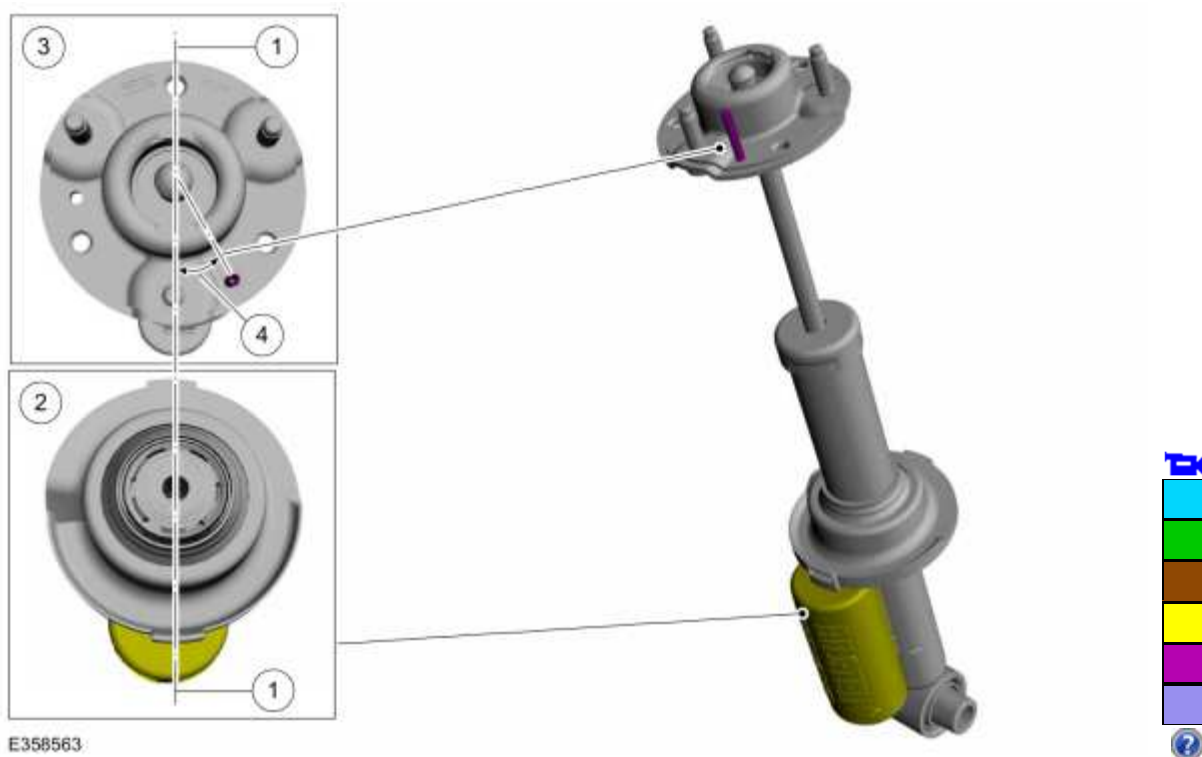
1. Align the coil spring to contact the step in the lower spring seat.
2. Verify shock rod collar is present.
3. Place dustboot assembly over the shock rod and make sure jounce bumper is at the top of the assembly.
4. Place the upper isolator on the top of the coil spring and rotate clockwise until the isolator step aligns with the coil spring.



3. On both sides.

- Shock absorber reservoir axis.
- Lower spring seat position (Top view).
- Top mount position (Top view).
- **NOTE:** *Make sure that the correct tolerances are observed.*

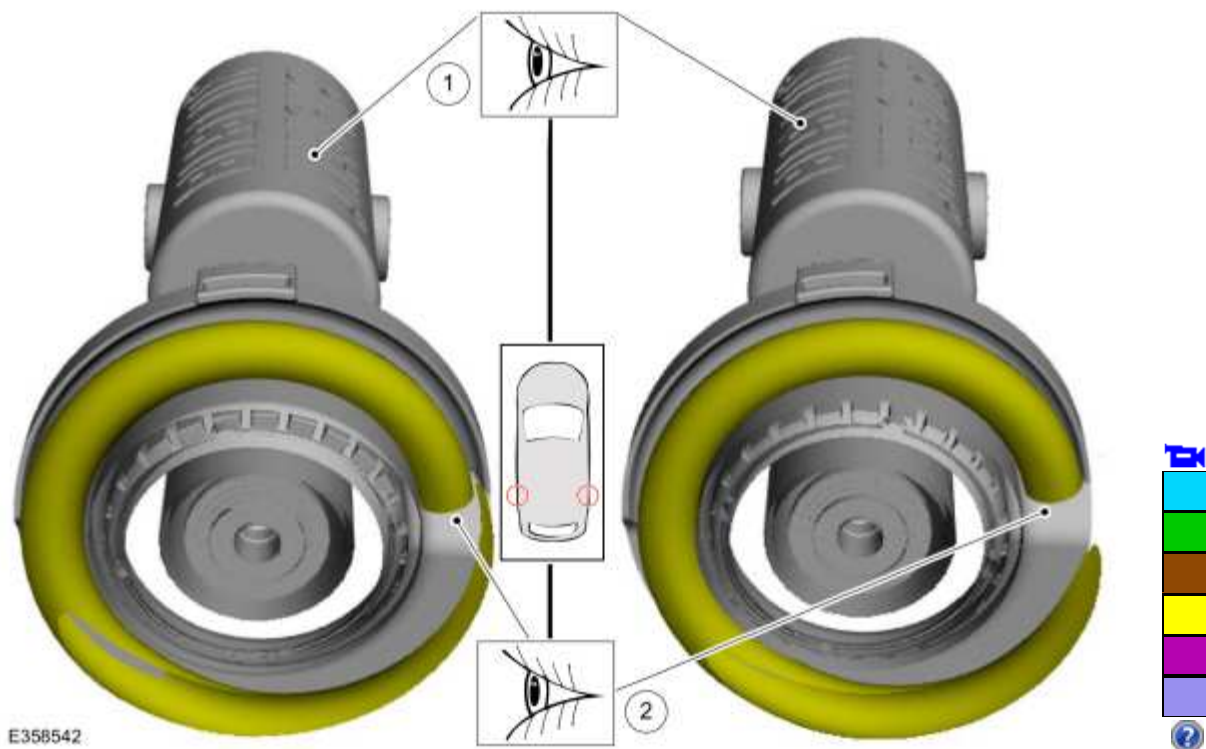
Locate the top mount such that the locating pin so it is $28^{\circ} \pm 3^{\circ}$ counter clockwise from rear shock absorber reservoir in the top view.



4. **NOTE:** *Make sure that the component is installed to the position noted before removal.*

After aligning the pin with the frame hole during vehicle installation, check the position of the spring lower end tip and the shock absorber reservoir.
On both sides.

- Shock absorber reservoir should face forward direction for the vehicle.
- Make sure coil spring lower end tip in the shock assembly must face RH side of the vehicle.



5. **NOTE:** Use the hex-holding feature to prevent the strut rod from rotating while removing and installing the strut rod nut.

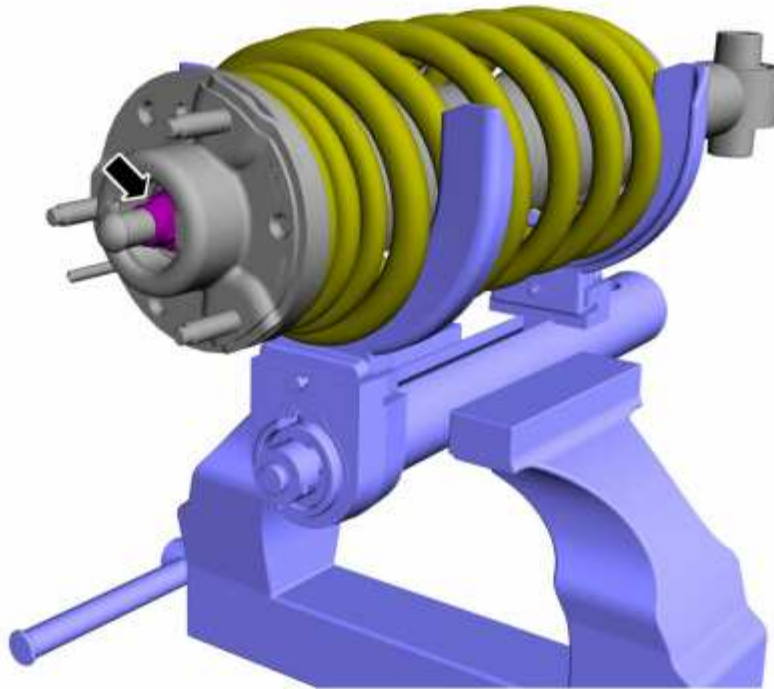
While holding the shock rod, install the new shock absorber rod nut.

Use the General Equipment: Spring Compressor

Use the General Equipment: Vise

Torque: 41 lb.ft (55 Nm)

E358139



6. Release the spring tension & remove the spring compressor.
Use the General Equipment: Spring Compressor
7. Install the shock absorber and spring assembly.
Refer to: Shock Absorber and Spring Assembly (204-02 Rear Suspension, Removal and Installation).