

2006-2011 Honda Civic | Moderate | 2-3 hours | \$138 DIY

TOOLS

Floor jack Jack stands Wheel chocks Lug wrench or 19mm socket 14mm, 17mm, and 19mm sockets with ratchet Breaker bar Torque wrench Ball joint separator Hammer or rubber mallet Pry bar 5mm hex wrench Penetrating oil Gloves and safety glasses 12mm socket

PARTS

Front Lower Control Arm with Bushings, Driver Side (non-Si models) 51360-SNA-A03 \$69.00
Front Lower Control Arm with Bushings, Passenger Side (non-Si models) 51350-SNA-A03 \$69.00
Cotter pin (new)

STEPS

- 1 Park and prep - Park on flat, level ground, set the parking brake, and chock the rear wheels.** Break the front lug nuts loose while the wheel is still on the ground.
- 2 Lift and secure the front end - Raise the front with a floor jack on the subframe or pinch weld,** then lower it onto jack stands. Never work under a car supported only by a jack. Remove the front wheel.
- 3 Disconnect the sway bar end link - Remove the 14mm nut holding the sway bar end link to the control arm and push the link aside.** Hold the link stud with a wrench or hex key if it spins.
- 4 Separate the lower ball joint - Remove the cotter pin and castle nut. Separate with a separator or hammer strike on the knuckle - never on the stud threads.** Reuse the ball joint (three flange bolts) if the new arm has none.
- 5 Remove the two control arm bolts - Remove the front 12mm bolt where the arm meets the subframe,** then the rear 17mm bolt. Spray penetrating oil and use a breaker bar if they are rusted.
- 6 Drop out the old arm - Pry the control arm down and slide it out of the subframe pockets. Compare it with the new arm to confirm the bushings and ball joint match before installing.**
- 7 Install the new control arm - Slide the new arm in and thread both bolts by hand. Torque the front bolt to 47 ft-lb (64 Nm) and the rear to 61 ft-lb (83 Nm). Final-torque at ride height (wheels loaded) so the bushings aren't prel...**
- 8 Reattach the ball joint - Bolt the ball joint to the arm's flange (three bolts, 44 ft-lb / 59 Nm);** seat the stud in the knuckle, tighten the castle nut to 44-51 ft-lb (59-69 Nm). Install a NEW cotter pin, bending its ends aro...
- 9 Reconnect the sway bar end link - Reconnect the end link to the control arm and torque the nut to 25 ft-lb (34 Nm).**
- 10 Reinstall the wheel and lower the car - Mount the wheel, hand-thread all lug nuts, lower the car to the ground, then torque the lugs to 80 ft-lb (108 Nm) in a star pattern.**
- 11 Get a wheel alignment - Replacing a control arm changes your alignment. Drive gently to an alignment shop and get a four-wheel alignment to protect your tires and handling.**

TORQUE

Front lower control arm front bolt (12mm) 64 Nm Nm 47 ft-lb ft-lbs
Front lower control arm rear bolt (14mm) 83 Nm Nm 61 ft-lb ft-lbs
Lower ball joint flange bolts (to control arm) 59 Nm Nm 44 ft-lb ft-lbs
Lower ball joint castle nut (to knuckle) 59-69 Nm Nm 44-51 ft-lb ft-lbs
Sway bar end link nut 34 Nm Nm 25 ft-lb ft-lbs