

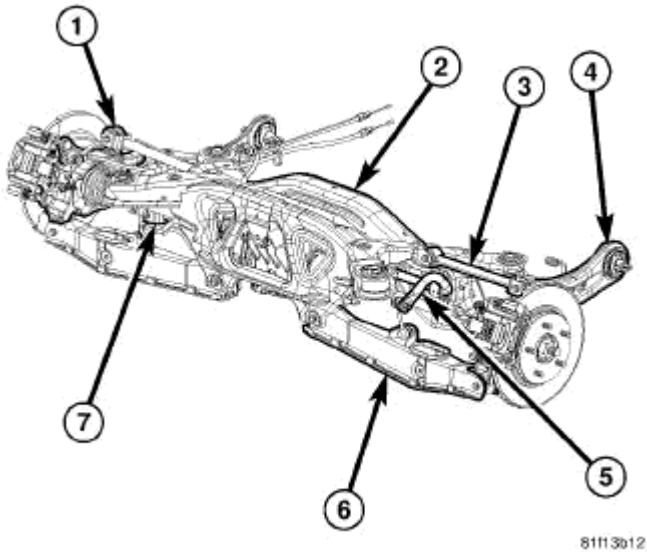
2009 SUSPENSION**Rear Suspension - Journey****DESCRIPTION****DESCRIPTION**

Fig. 1: Rear Suspension Components
Courtesy of CHRYSLER LLC

This vehicle uses a multi-link rear suspension design.

The rear suspension consists of these major components:

- (1) Knuckle
- (2) Rear Crossmember
- (3) Upper Control Arm
- (4) Trailing Arm
- (5) Stabilizer Bar
- (6) Lower Control Arm
- (7) Toe Link

Information on the rear crossmember can be found in **FRAME AND BUMPERS** . Information on all other components can be found in this service information .

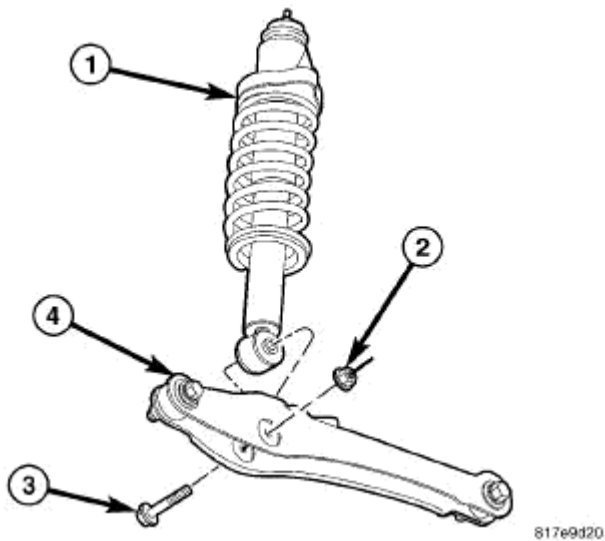


Fig. 2: Rear Shock Assembly
Courtesy of CHRYSLER LLC

Also included in the rear suspension is a rear shock assembly (1). It fastens to the lower control arm (4) and body.

WARNING

WARNINGS AND CAUTIONS

WARNING: Chrysler 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.

CAUTION: All-Wheel-Drive only - Wheel bearing damage will result if after loosening the hub nut, the vehicle is rolled on the ground or the weight of the vehicle is allowed to be supported by the tires for a length of time.

2009 Dodge Journey R/T

2009 SUSPENSION Rear Suspension - Journey

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.

SPECIFICATIONS

SPECIFICATIONS

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DESCRIPTION	N.m	Ft. Lbs.	In. Lbs.
Brake Tube Bracket Knuckle Mounting Screw	15	11	133
Brake Flex Hose Trailing Link Mounting Screw	23	17	-
Hub And Bearing Mounting Bolts	60	44	-
Hub Nut	245	181	-
Lower Control Arm Knuckle Mounting Bolt Nut	105	77	-
Lower Control Arm Crossmember Mounting Bolt Nut	105	77	-
Shock Assembly Lower Mounting Bolt Nut	99	73	-
Shock Assembly Upper Mounting Nuts	55	41	-
Shock Rod Nut	41	30	-
Stabilizer Bar Retainer Screws	25	18	-
Stabilizer Link Mounting Nuts	48	35	-
Toe Link Knuckle Mounting Bolt Nut	105	77	-
Toe Link Cam Bolt Nut	100	74	-
Trailing Link Body Mounting Bolts	110	81	-
Trailing Link Knuckle Mounting Bolts	60	44	-
Upper Control Arm Knuckle Mounting Bolt Nut	105	77	-
Upper Control Arm Crossmember Mounting Bolt Nut	105	77	-
Wheel Mounting (Lug) Nuts	135	100	-

ARM, LOWER CONTROL

REMOVAL

REMOVAL

1. Raise and support the vehicle. Refer to **Vehicle Quick Reference/Hoisting - Standard Procedure**

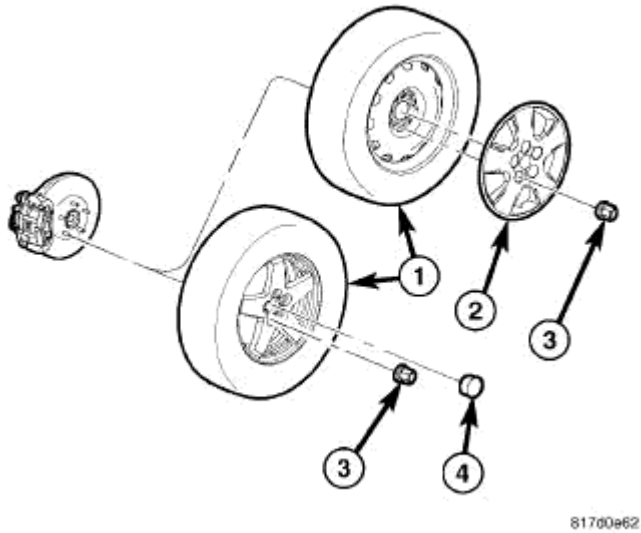


Fig. 3: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).

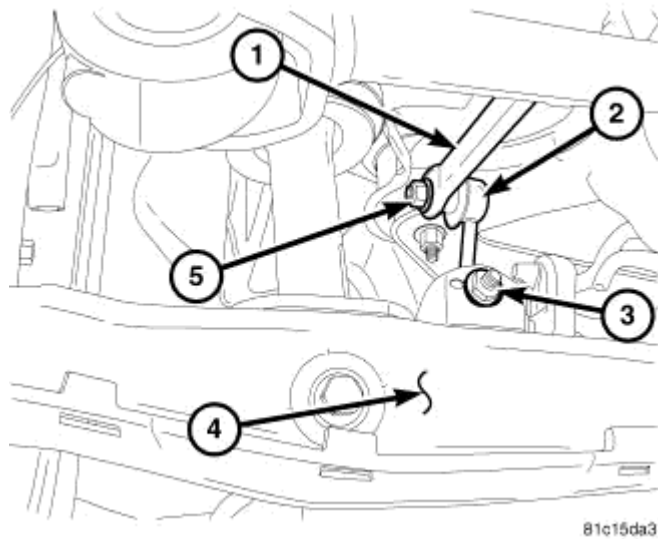
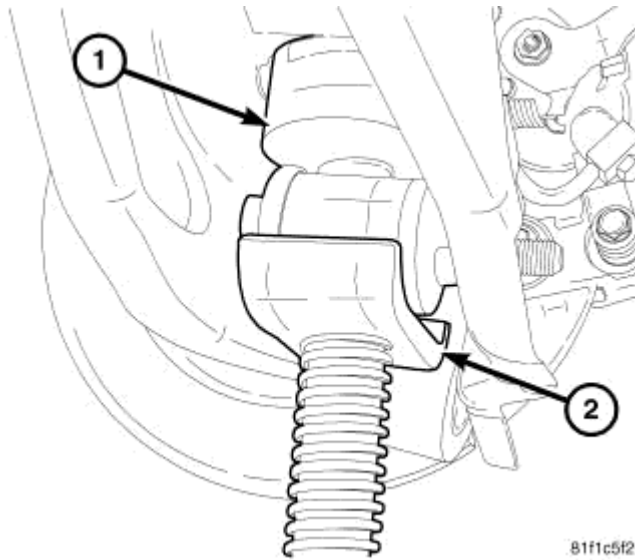


Fig. 4: Removing/Installing Stabilizer Link
Courtesy of CHRYSLER LLC

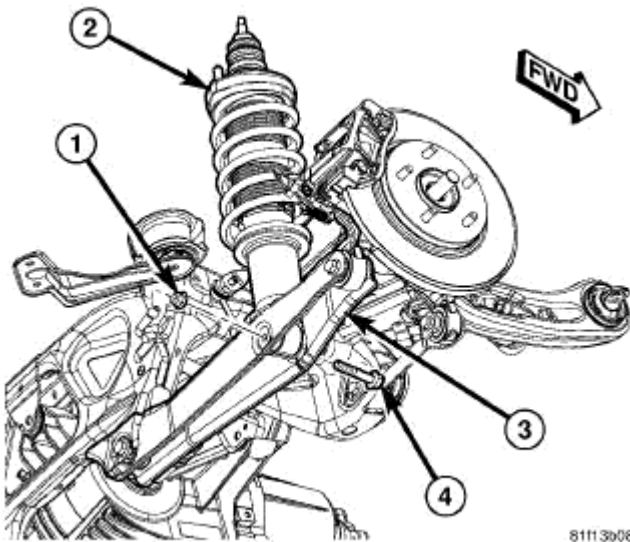
3. If equipped, while holding the stabilizer bar link lower stud stationary, remove the nut (3) securing the link (2) to the lower control arm (4).



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Fig. 5: Supporting Rear Shock
Courtesy of CHRYSLER LLC

4. If equipped with load-leveling shocks, support the lower shock (1) with a jack (2) using just enough force to allow easy removal of the lower shock mounting bolt in the following step. Lower the jack following bolt removal.



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Fig. 6: Shock Assembly
Courtesy of CHRYSLER LLC

5. Remove the lower shock mounting nut (1) and bolt (4).

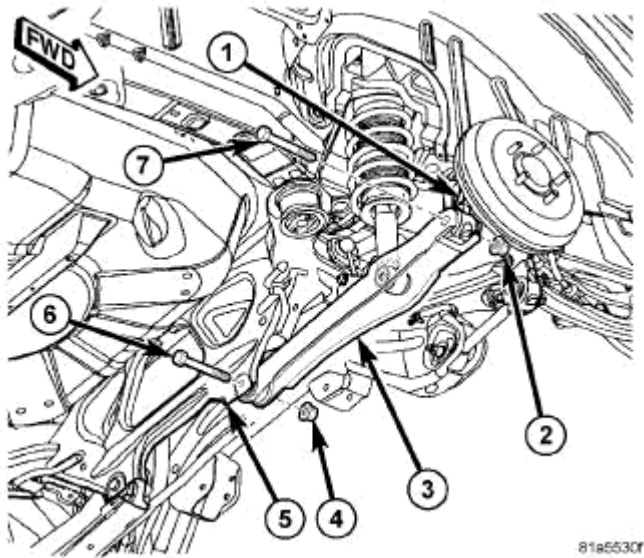


Fig. 7: Lower Control Arm
Courtesy of CHRYSLER LLC

6. Remove the nut (2) and bolt (7) securing the lower control arm (3) to the knuckle (1).
7. Remove the nut (4) and bolt (6) securing the lower control arm (3) to the rear crossmember (5).
8. Remove the lower control arm (3).

INSTALLATION

INSTALLATION

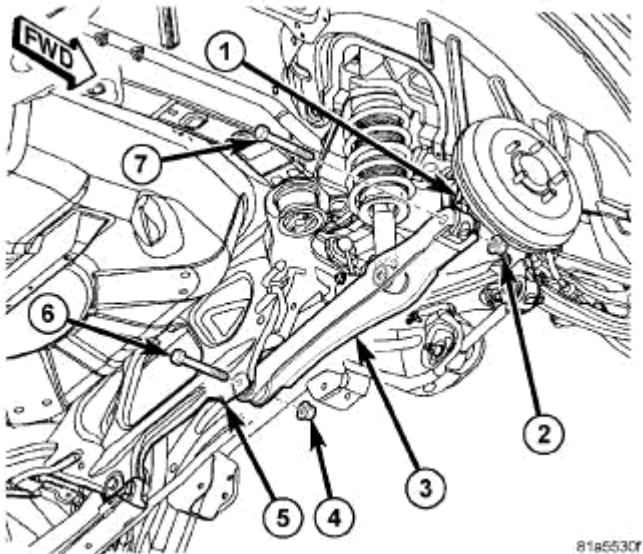
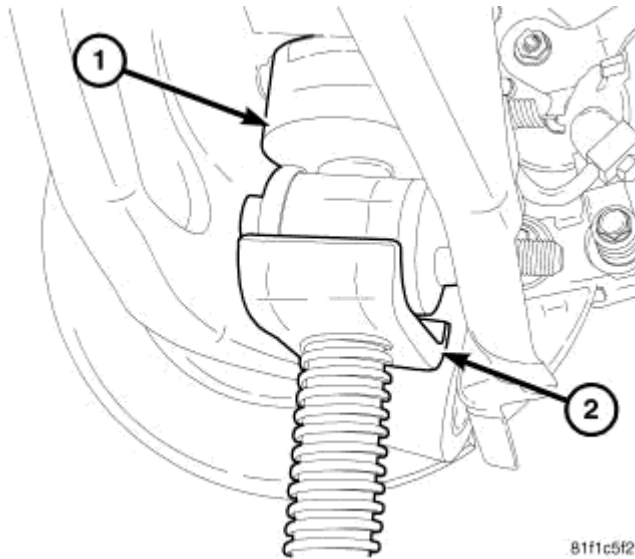


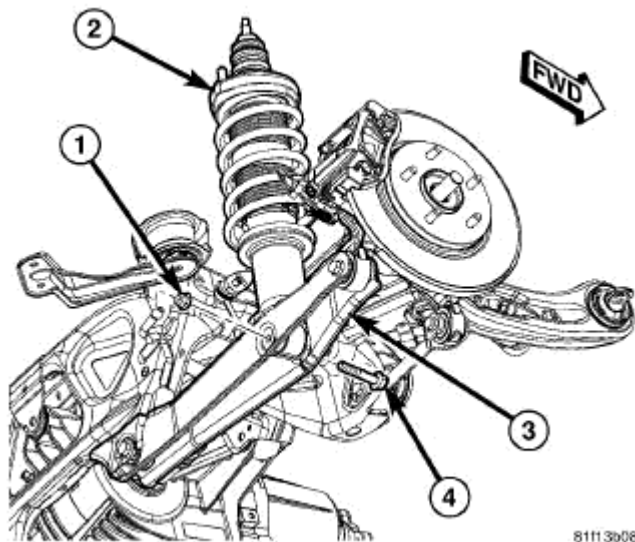
Fig. 8: Lower Control Arm
Courtesy of CHRYSLER LLC

1. Position the lower control arm (3) and install the bolt (6) and nut (4) securing the lower control arm to the crossmember (5). Do not tighten at this time.
2. Install the bolt (7) and nut (2) securing the lower control arm (3) to the knuckle (1). Do not tighten at this time.

**Fig. 9: Supporting Rear Shock**

Courtesy of CHRYSLER LLC

3. If equipped with load-leveling shocks, place a jack (2) against the lower shock eye (1) and support the lower end of the shock assembly (1). Lift the shock assembly using the jack until the hole in the lower shock eye lines up with that in the lower control arm.

**Fig. 10: Shock Assembly**

Courtesy of CHRYSLER LLC

4. Install the mounting bolt (4) and nut (1) fastening the shock assembly (2) to the lower control arm (3). Do not tighten at this time.

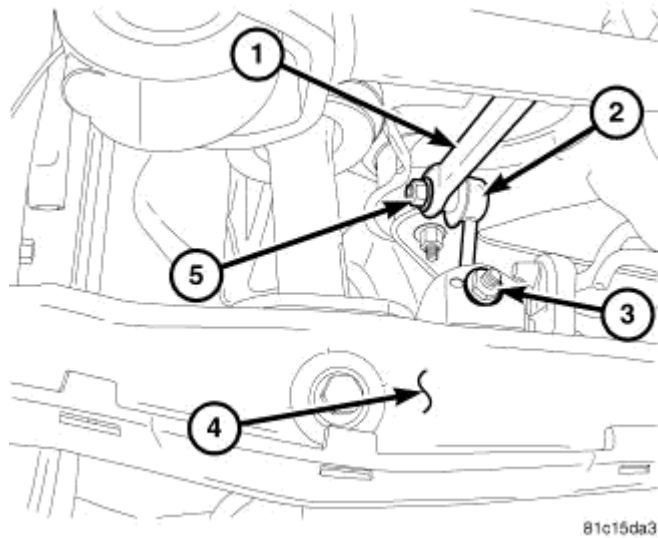


Fig. 11: Removing/Installing Stabilizer Link

Courtesy of CHRYSLER LLC

NOTE: When attaching a stabilizer bar link to the lower control arm it is important that the lower mounting stud be positioned properly. The lower mounting stud on the right side link needs to point toward the front of the vehicle when inserted through the lower control arm mounting flange. The left side link lower stud needs to point toward the rear of the vehicle. Otherwise the suspension geometry will not function properly.

CAUTION: Before installing the nut in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.

5. If equipped, attach the stabilizer bar link (2) to the lower control arm (4). Install the nut (3) and while holding the stabilizer bar link lower stud stationary, tighten the nut (2) to 48 N.m (35 ft. lbs.).

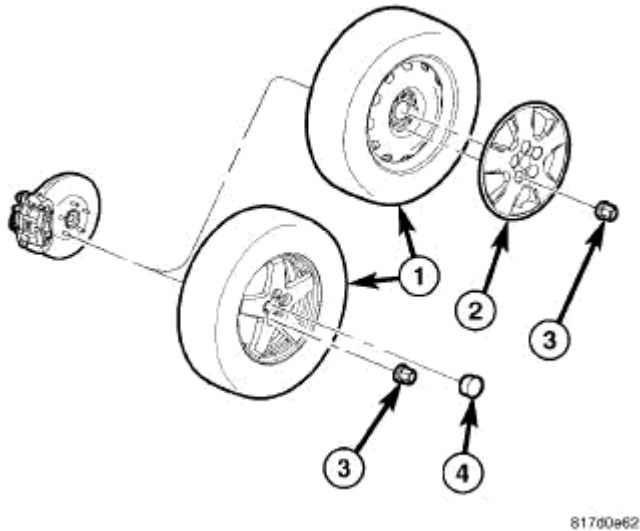


Fig. 12: TIRE AND WHEEL MOUNTING

Courtesy of CHRYSLER LLC

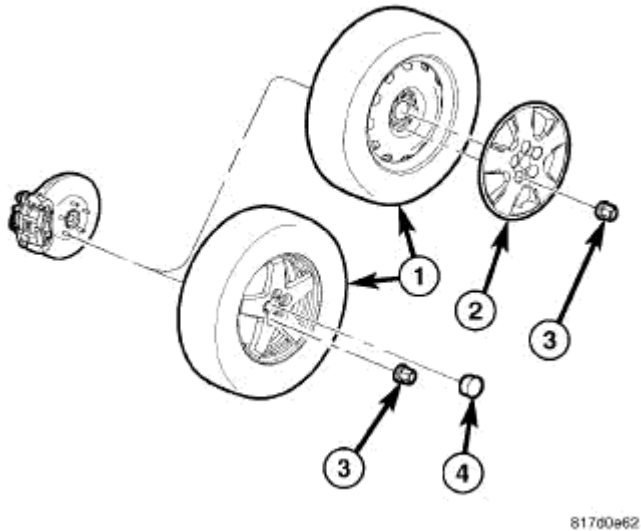
6. Install the tire and wheel assembly (1). Refer to **Tires and Wheels - Installation** . Install and tighten the wheel mounting nuts (3) to 135 N.m (100 ft. lbs.).
7. Lower the vehicle.
8. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access mounting bolts and nuts.
9. Tighten the lower control arm mounting bolt nut at the crossmember to 105 N.m (77 ft. lbs.).
10. Tighten the lower control arm mounting bolt nut at the knuckle to 105 N.m (77 ft. lbs.).
11. Tighten the shock assembly lower mounting bolt nut to 99 N.m (73 ft. lbs.).
12. Perform wheel alignment as necessary. Refer to **Front Suspension/Wheel Alignment - Standard Procedure**

ARM, UPPER CONTROL

REMOVAL

REMOVAL

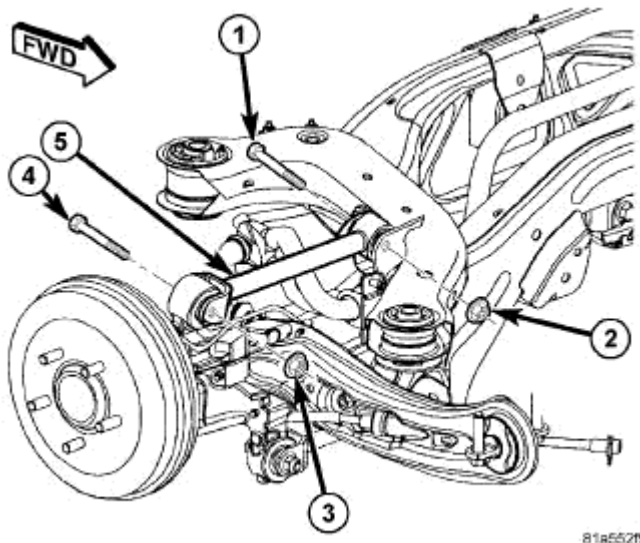
1. Raise and support the vehicle. Refer to **Vehicle Quick Reference/Hoisting - Standard Procedure**



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Fig. 13: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



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Fig. 14: Upper Control Arm
Courtesy of CHRYSLER LLC

3. Remove the nut (3) and bolt (4) securing the upper control arm (5) to the knuckle.
4. Remove the nut (2) and bolt (1) securing the upper control arm (5) to the crossmember.
5. Remove the upper control arm (5).

INSTALLATION

INSTALLATION

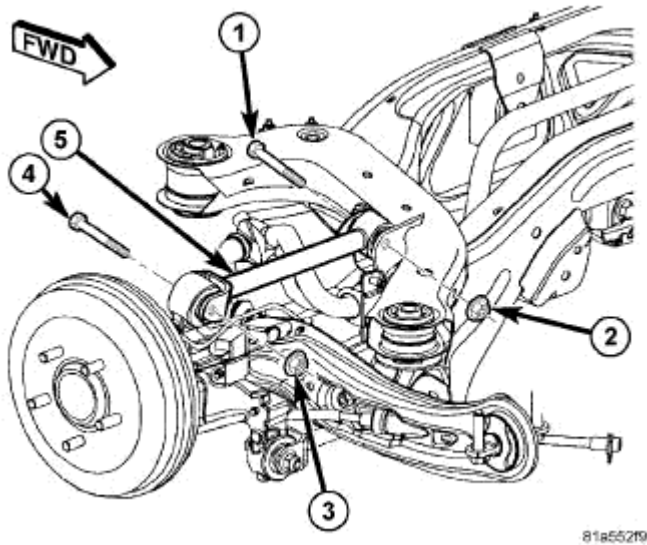


Fig. 15: Upper Control Arm
Courtesy of CHRYSLER LLC

1. Position the upper control arm (5) and install the bolt (1) and nut (2) securing the arm to the crossmember. Do not tighten at this time.
2. Install the bolt (4) and nut (3) securing the upper control arm (5) to the knuckle. Do not tighten at this time.

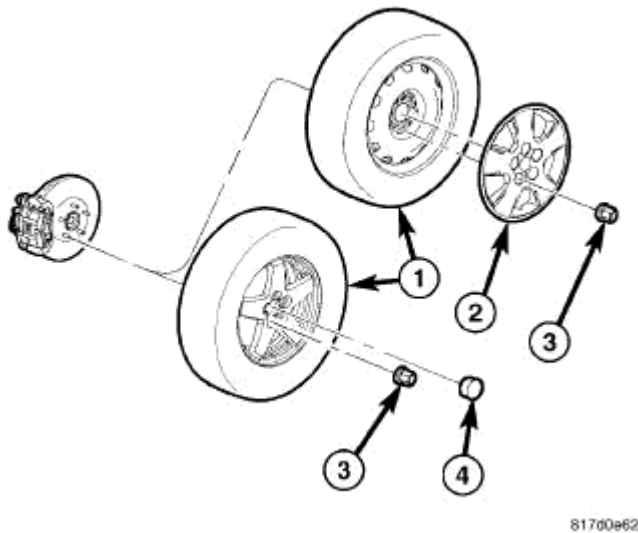


Fig. 16: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

3. Install the tire and wheel assembly (1). Refer to **Tires and Wheels - Installation** . Install and tighten the wheel mounting nuts (3) to 135 N.m (100 ft. lbs.).
4. Lower the vehicle.
5. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access mounting bolts and nuts.
6. Tighten the upper control arm mounting bolt nut at the crossmember to 105 N.m (77 ft. lbs.).
7. Tighten the upper control arm mounting bolt nut at the knuckle to 105 N.m (77 ft. lbs.).
8. Perform wheel alignment as necessary. Refer to **Front Suspension/Wheel Alignment - Standard Procedure**

HUB AND BEARING

DESCRIPTION

DESCRIPTION

The rear wheel bearing and wheel mounting hub used on this vehicle are a one-piece sealed unit or hub and bearing assembly. It is permanently lubricated when assembled and is sealed for life. There is no periodic lubrication or maintenance recommended for these units.

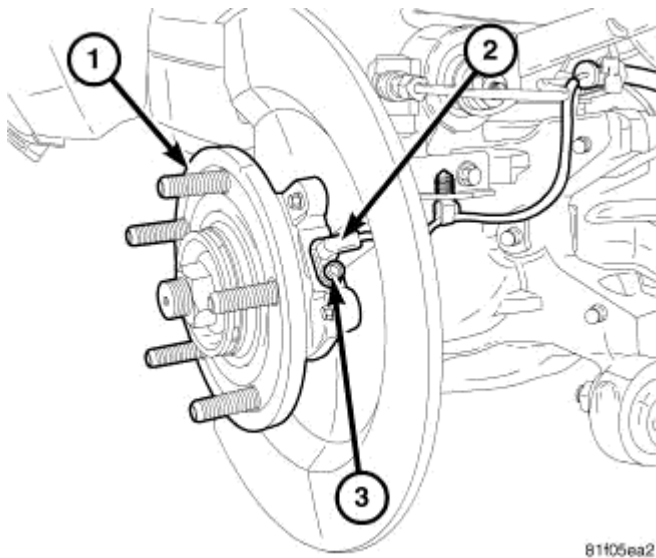


Fig. 17: Hub And Bearing
Courtesy of CHRYSLER LLC

The hub and bearing (1) is mounted to the rear knuckle.

All vehicles have a magnetic encoder integrated into the rear hub and bearing for speed sense. The encoder works with the rear wheel speed sensor (2) to provide wheel speed signal.

The only serviceable components of the hub and bearing are the wheel mounting studs pressed into the hub.

DIAGNOSIS AND TESTING**HUB AND BEARING**

NOTE: **The wheel bearing is designed to last for the life of the vehicle and requires no type of periodic maintenance.**

The following procedure may be used for diagnosing the condition of the wheel bearing and hub.

1. Remove the wheel and tire assembly, disc brake caliper and brake rotor. Refer to **Brakes/Hydraulic/Mechanical/ROTOR, Brake - Removal**
2. Rotate the wheel hub checking for resistance or roughness.

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 and bearing will require replacement. Do not attempt to disassemble the bearing for repair. If the wheel bearing is disassembled for any reason, it must be replaced.

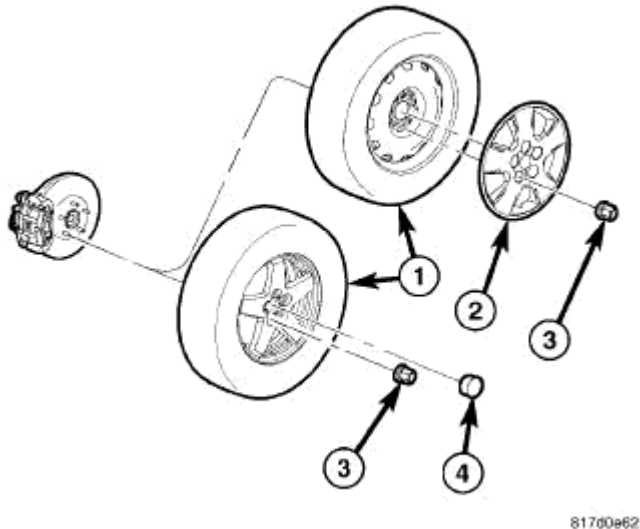
Damaged bearing seals and the resulting excessive grease loss may also require bearing replacement. Moderate grease weepage from the bearing is considered normal and should not require replacement of the wheel bearing.

To diagnose a bent hub, measure hub runout. Refer to **Brakes/Hydraulic/Mechanical/ROTOR, Brake - Diagnosis and Testing**

REMOVAL**ALL-WHEEL-DRIVE**

NOTE: **Before proceeding. See Warning .**

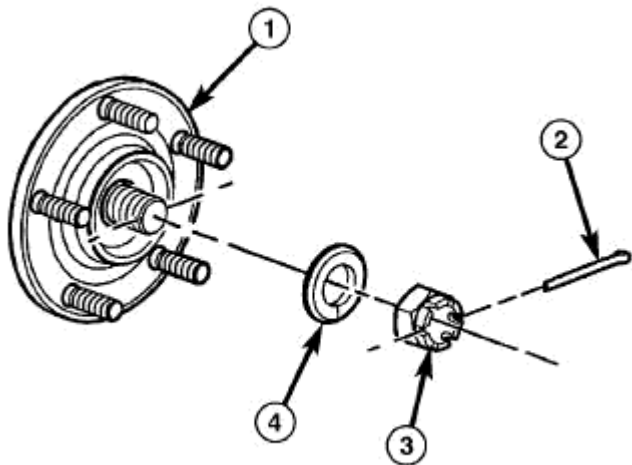
1. Raise and support the vehicle. Refer to **Vehicle Quick Reference/Hoisting - Standard Procedure**



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Fig. 18: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).



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Fig. 19: Hub Nut And Washer
Courtesy of CHRYSLER LLC

3. Remove the cotter pin (2) from the hub nut (3) on the end of the axle half shaft.
4. While a helper applies the brakes to keep the hub (1) from rotating, remove the hub nut (3) and washer (4) from the axle half shaft.
5. Tap the end of the half shaft inward, loosening it from the hub and bearing. This will also allow more room to access the hub and bearing mounting bolts in a later step.

NOTE: In some cases, it may be necessary to retract the caliper piston in its bore a small amount in order to provide sufficient clearance between the pads and the rotor to easily remove the caliper from the knuckle. This can usually be accomplished before removal by grasping the inboard side of the caliper and pulling outward working with the guide pins, thus retracting the piston. Never push on the piston directly as it may get damaged.

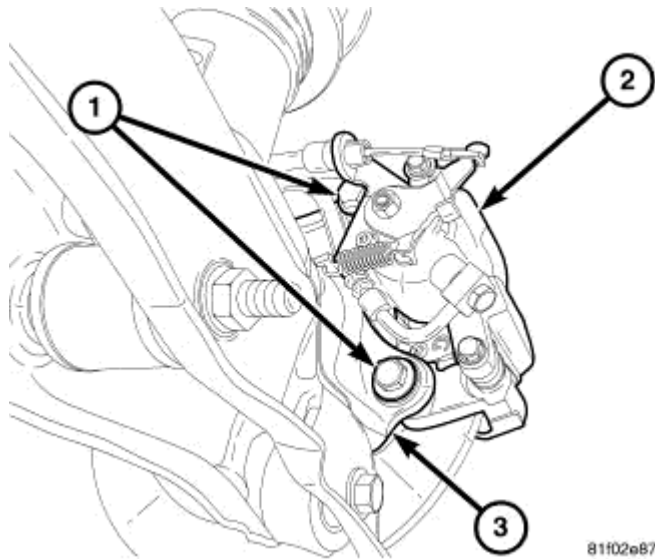
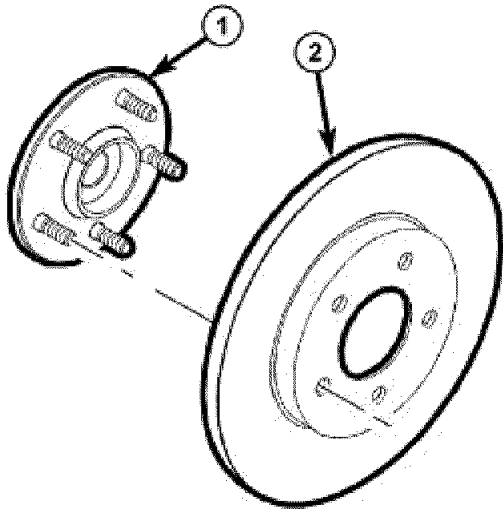


Fig. 20: Rear Caliper Adapter Mounting
Courtesy of CHRYSLER LLC

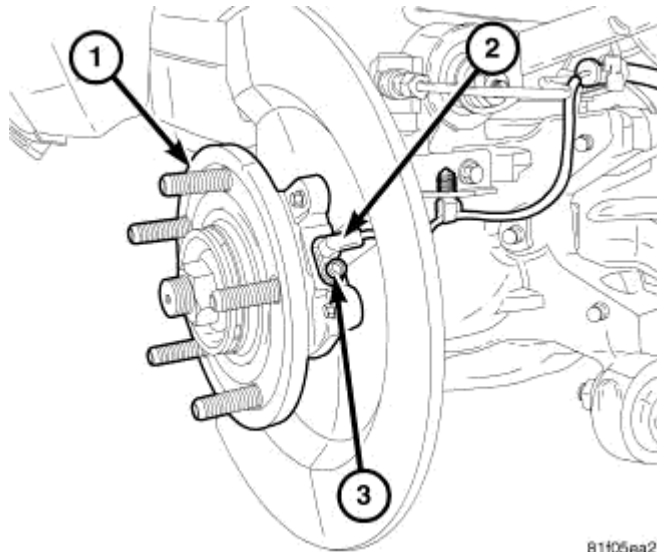
6. Remove two bolts (1) securing the disc brake caliper and adapter bracket (2) to the knuckle (3).
7. Remove the disc brake caliper and adapter bracket (2) as an assembly from the knuckle (3) and rotor. Hang the assembly out of the way using wire or a bungee cord. Use care not to overextend the brake hose when doing this.



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Fig. 21: Identifying Brake Rotor & Wheel Bearing
Courtesy of CHRYSLER LLC

8. Remove any retaining clips, then slide the brake rotor (2) off the hub and bearing (1).



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Fig. 22: Hub And Bearing
Courtesy of CHRYSLER LLC

CAUTION: Prior to removal, clean area around sensor head to help prevent contaminants from entering bearing when sensor head is removed.

9. Remove the screw (3) fastening the speed sensor head (2) to the hub and bearing (1).
10. Remove the wheel speed sensor head (2) from the hub and bearing (1), then pass it through the brake shield.

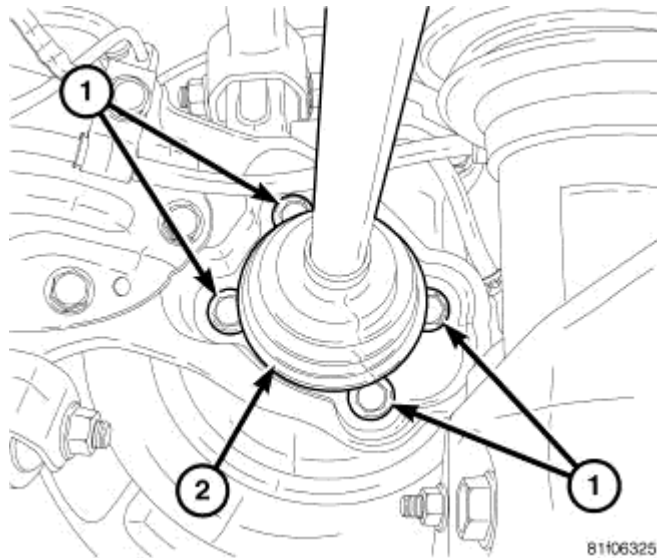


Fig. 23: Hub And Bearing Mounting
Courtesy of CHRYSLER LLC

11. Remove the four bolts (1) securing the hub and bearing to the knuckle.
12. Remove the hub and bearing from the knuckle and half shaft (2).

FRONT-WHEEL-DRIVE

NOTE: Before proceeding. See Warning .

1. Raise and support the vehicle. Refer to Vehicle Quick Reference/Hoisting - Standard Procedure

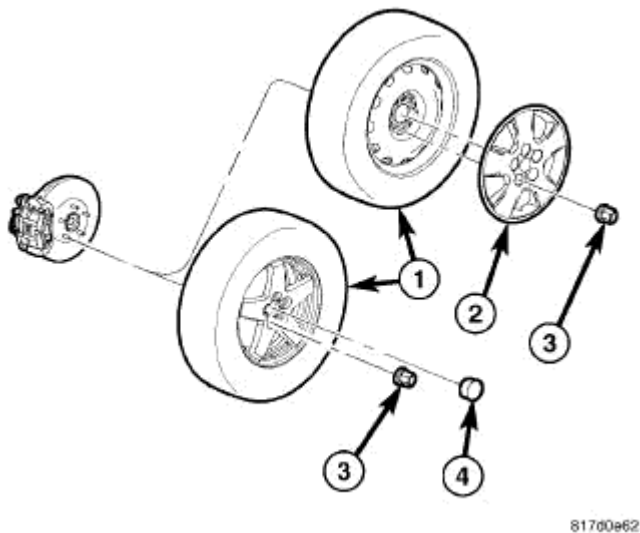


Fig. 24: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

2. Remove the wheel mounting nuts (3), then the rear tire and wheel assembly.

NOTE: In some cases, it may be necessary to retract the caliper piston in its bore a small amount in order to provide sufficient clearance between the pads and the rotor to easily remove the caliper from the knuckle. This can usually be accomplished before removal by grasping the inboard side of the caliper and pulling outward working with the guide pins, thus retracting the piston. Never push on the piston directly as it may get damaged.

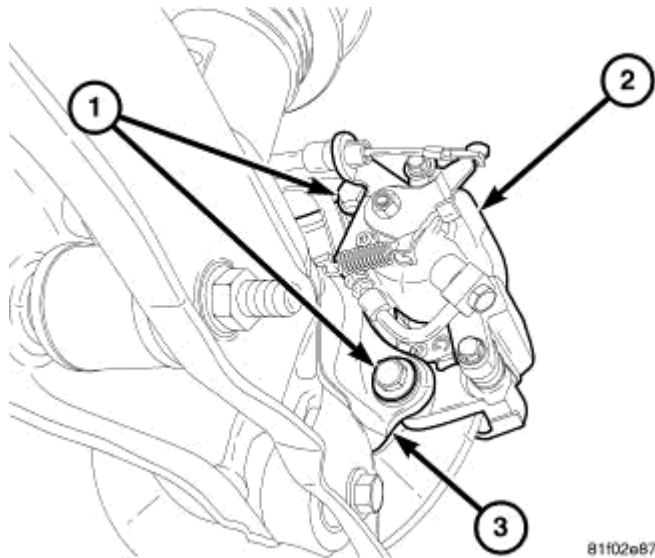
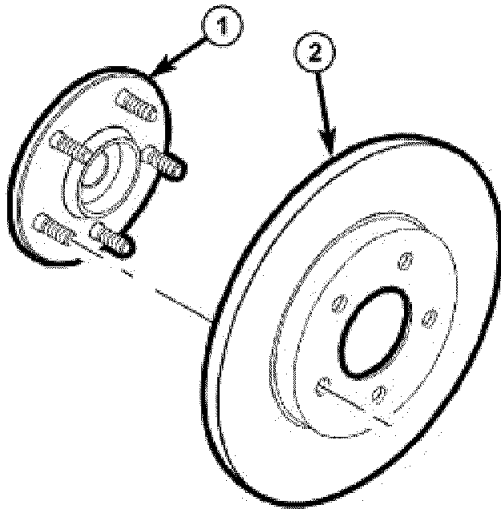


Fig. 25: Rear Caliper Adapter Mounting
Courtesy of CHRYSLER LLC

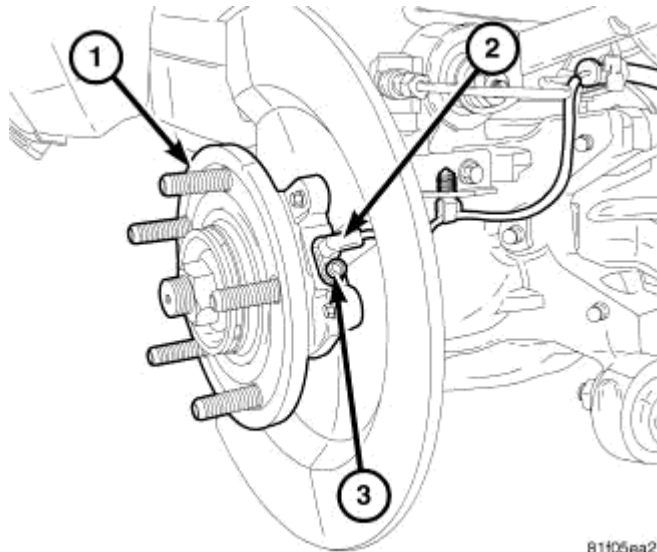
3. Remove two bolts (1) securing the disc brake caliper and adapter bracket (2) to the knuckle (3).
4. Remove the disc brake caliper and adapter bracket (2) as an assembly from the knuckle (3) and rotor. Hang the assembly out of the way using wire or a bungee cord. Use care not to overextend the brake hose when doing this.



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Fig. 26: Identifying Brake Rotor & Wheel Bearing
Courtesy of CHRYSLER LLC

5. Remove any retaining clips, then slide the brake rotor (2) off the hub and bearing (1).



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Fig. 27: Hub And Bearing
Courtesy of CHRYSLER LLC

CAUTION: Prior to removal, clean area around sensor head to help prevent contaminants from entering bearing when sensor head is removed.

6. Remove the screw (3) fastening the speed sensor head (2) to the hub and bearing (1).
7. Remove the wheel speed sensor head (2) from the hub and bearing (1), then pass it through the brake shield.

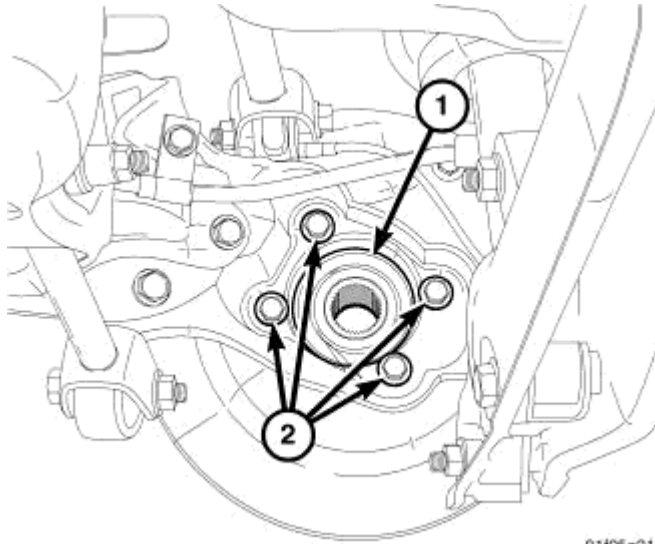


Fig. 28: Hub And Bearing Mounting
Courtesy of CHRYSLER LLC

8. Remove the four bolts (21) securing the hub and bearing (1) to the knuckle.
9. Remove the hub and bearing.

INSTALLATION

ALL-WHEEL-DRIVE

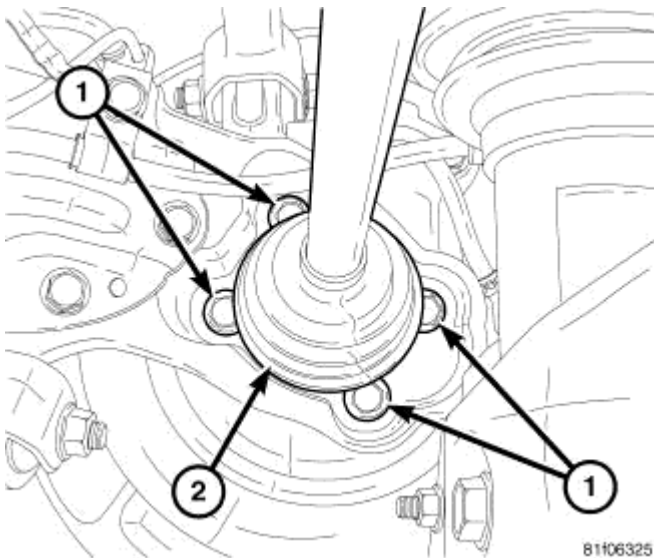


Fig. 29: Hub And Bearing Mounting
Courtesy of CHRYSLER LLC

1. With the brake shield in place on the knuckle, slide the hub and bearing over the axle half shaft and position it on the knuckle.

2. Install the four bolts (1) securing the hub and bearing to the knuckle. Tighten the bolts to 60 N.m (44 ft. lbs.).

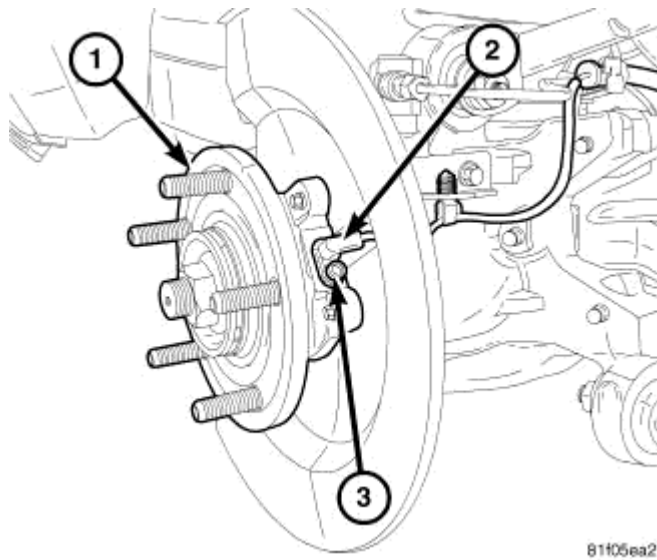


Fig. 30: Hub And Bearing
Courtesy of CHRYSLER LLC

CAUTION: Ensure that sensor mounting surface on bearing is clean before sensor installation.

3. Pass the wheel speed sensor head (2) through the hole in the brake shield, then push it into the mounting hole in hub and bearing (1) and align the mounting screw hole.
4. Install a NEW mounting screw (2). Tighten the mounting screw to 6 N.m (55 in. lbs.).

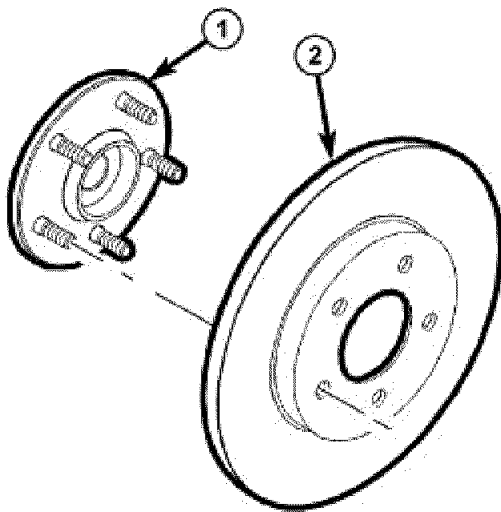


Fig. 31: Identifying Brake Rotor & Wheel Bearing
Courtesy of CHRYSLER LLC

5. Clean the rotor mounting face of the hub and bearing (1) to remove any dirt or corrosion.
6. Install the brake rotor (2) over the hub and bearing (1).

CAUTION: If the brake rotor or brake pads are being replaced, the rear caliper piston must be seated (bottomed) to compensate for the new brake rotor or lining. Because the parking brake self-adjuster mechanism is attached to the piston, a special seating method is required. The only acceptable method is by rotating the piston back into the bore using Retractor, Special Tool 8807, as described below. Any other seating method will damage the self-adjuster mechanism.

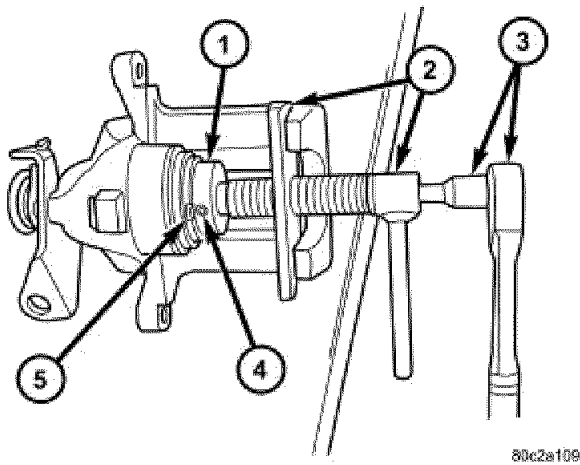


Fig. 32: Seating Piston Using Special Tools 8807-1 & 8807-2
Courtesy of CHRYSLER LLC

7. If necessary, seat (bottom) the caliper piston in the bore as follows:
 - a. Assemble a 3/8 in. drive ratchet handle and an extension (3).
 - b. Insert the extension through Special Tool 8807-1 (2).
 - c. Place Special Tool 8807-2 (1) on the end of the extension.
 - d. Insert lugs on Special Tool 8807-2 into notches in face of caliper piston (5).
 - e. Thread the screw drive on 8807-1 down until it contacts the top of 8807-2 which is against the caliper piston. **Do not over tighten the screw-drive. Damage to the piston can occur.**
 - f. Turn 8807-2 with the ratchet, rotating the piston in a **clockwise** direction until fully seated (bottomed) in the bore. **It may be necessary to turn 8807-1 with 8807-2 to start the process of piston retraction.**

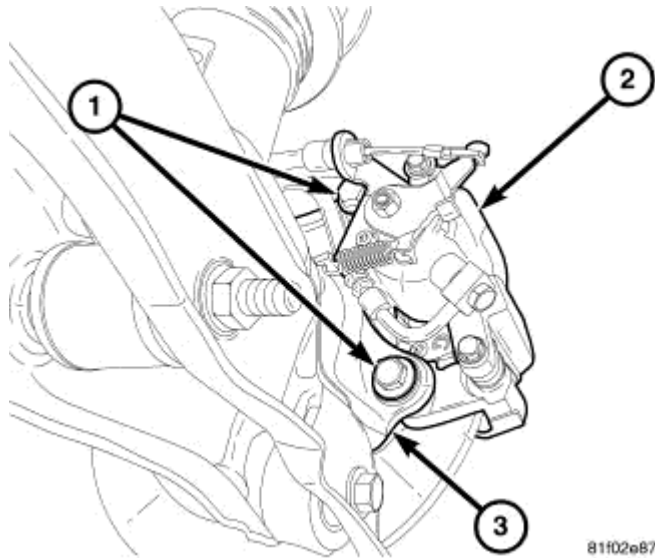


Fig. 33: Rear Caliper Adapter Mounting
Courtesy of CHRYSLER LLC

8. Install the disc brake caliper and adapter bracket (2) over the knuckle and rotor as an assembly.
9. Install the two bolts (1) securing the disc brake caliper and adapter bracket (2) to the knuckle. Tighten the mounting bolts to 100 N.m (74 ft. lbs.).

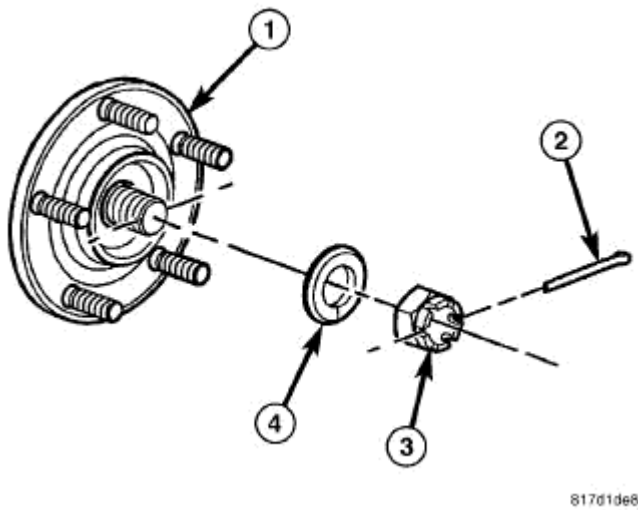


Fig. 34: Hub Nut And Washer
Courtesy of CHRYSLER LLC

NOTE: Always install a new hub nut. The original hub nut is one-time use only and should be discarded when removed.

10. Clean all foreign matter from the threads of the half shaft outer C/V joint.

11. Install the washer (4) and hub nut (3) on the end of the half shaft and snug it.
12. While a helper applies the brakes to keep the hub (1) from rotating, tighten the hub nut (3) to 245 N.m (181 ft. lbs.).
13. Insert the cotter pin (2) through the notches in the nut and the hole in half shaft. If the notches in the nut do not line up with the hole in the half shaft, continue to tighten the nut until they do. **Do not loosen the nut.**
14. Wrap the cotter pin (2) ends tightly around the lock nut.

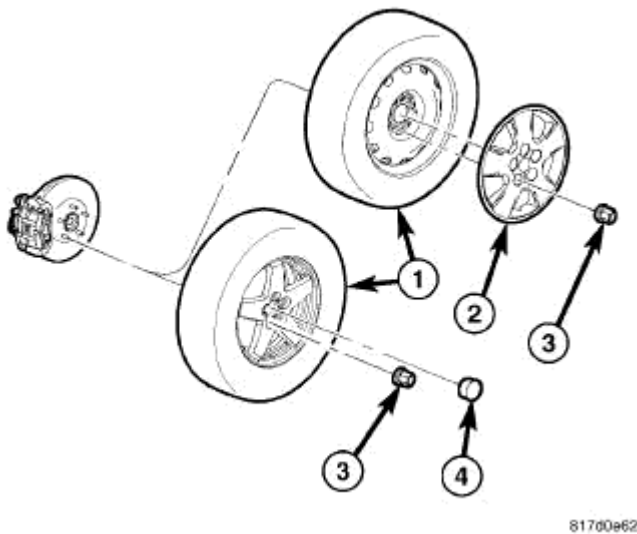
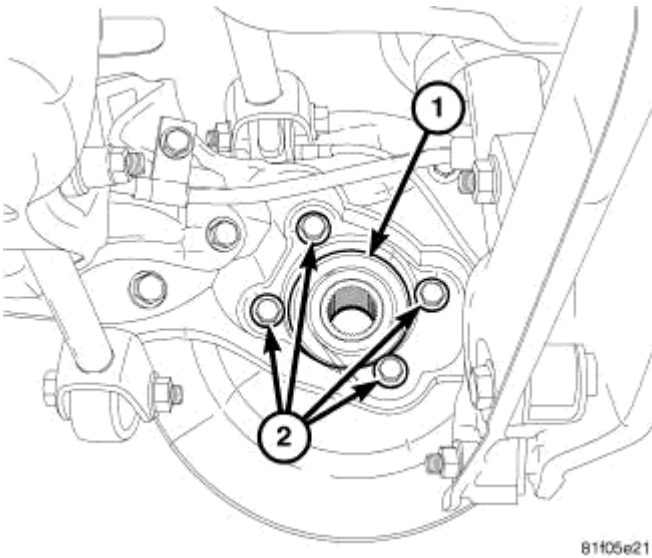


Fig. 35: TIRE AND WHEEL MOUNTING

Courtesy of CHRYSLER LLC

15. Install tire and wheel assembly (1). Refer to **Tires and Wheels - Installation** . Install and tighten wheel mounting nuts (3) to 135 N.m (100 ft. lbs.).
16. Lower the vehicle.
17. Pump the brake pedal several times to ensure the vehicle has a firm brake pedal before moving it. Check the brake fluid level.

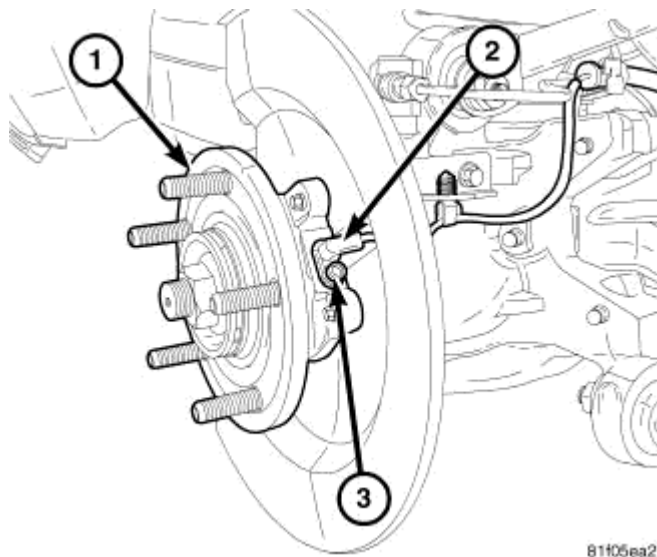
FRONT-WHEEL-DRIVE



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Fig. 36: Hub And Bearing Mounting
Courtesy of CHRYSLER LLC

1. With the brake shield in place on the knuckle, slide and position the hub and bearing into the knuckle.
2. Install the four bolts (2) securing the hub and bearing to the knuckle. Tighten the bolts to 60 N.m (44 ft. lbs.).



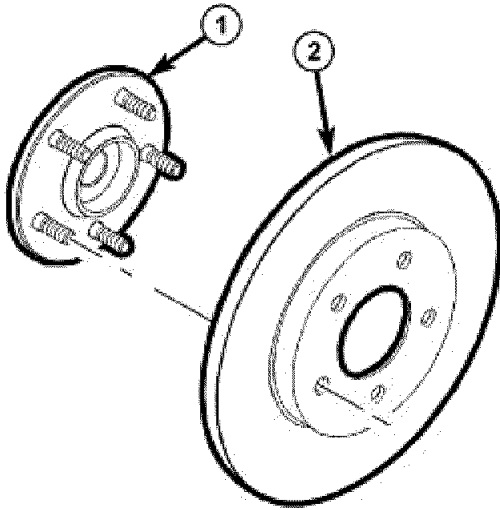
81f05ea2

Fig. 37: Hub And Bearing
Courtesy of CHRYSLER LLC

CAUTION: Ensure that sensor mounting surface on bearing is clean before sensor installation.

3. Pass the wheel speed sensor head (2) through the hole in the brake shield, then push it into the mounting hole in hub and bearing (1) and align the mounting screw hole.

4. Install a NEW mounting screw (2). Tighten the mounting screw to 6 N.m (55 in. lbs.).



8100b111

Fig. 38: Identifying Brake Rotor & Wheel Bearing
Courtesy of CHRYSLER LLC

5. Clean the rotor mounting face of the hub and bearing (1) to remove any dirt or corrosion.
6. Install the brake rotor (2) over the hub and bearing (1).

CAUTION: If the brake rotor or brake pads are being replaced, the rear caliper piston must be seated (bottomed) to compensate for the new brake rotor or lining. Because the parking brake self-adjuster mechanism is attached to the piston, a special seating method is required. The only acceptable method is by rotating the piston back into the bore using Retractor, Special Tool 8807, as described below. Any other seating method will damage the self-adjuster mechanism.

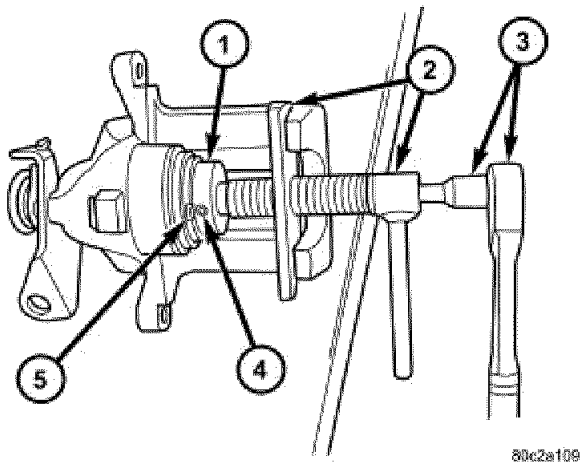


Fig. 39: Seating Piston Using Special Tools 8807-1 & 8807-2
Courtesy of CHRYSLER LLC

7. If necessary, seat (bottom) the caliper piston in the bore as follows:
 - a. Assemble a 3/8 in. drive ratchet handle and an extension (3).
 - b. Insert the extension through Special Tool 8807-1 (2).
 - c. Place Special Tool 8807-2 (1) on the end of the extension.
 - d. Insert lugs on Special Tool 8807-2 into notches in face of caliper piston (5).
 - e. Thread the screw drive on 8807-1 down until it contacts the top of 8807-2 which is against the caliper piston. **Do not over tighten the screw-drive. Damage to the piston can occur.**
 - f. Turn 8807-2 with the ratchet, rotating the piston in a **clockwise** direction until fully seated (bottomed) in the bore. **It may be necessary to turn 8807-1 with 8807-2 to start the process of piston retraction.**

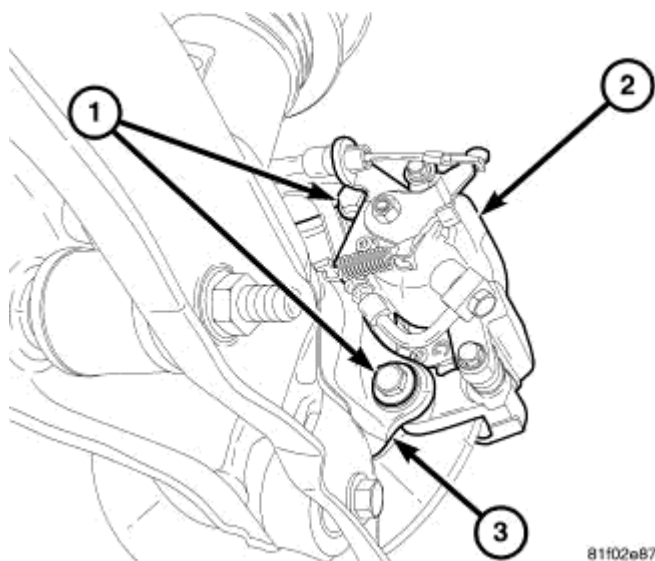


Fig. 40: Rear Caliper Adapter Mounting
Courtesy of CHRYSLER LLC

8. Install the disc brake caliper and adapter bracket (2) over the knuckle and rotor as an assembly.
9. Install the two bolts (1) securing the disc brake caliper and adapter bracket (2) to the knuckle. Tighten the mounting bolts to 100 N.m (74 ft. lbs.).

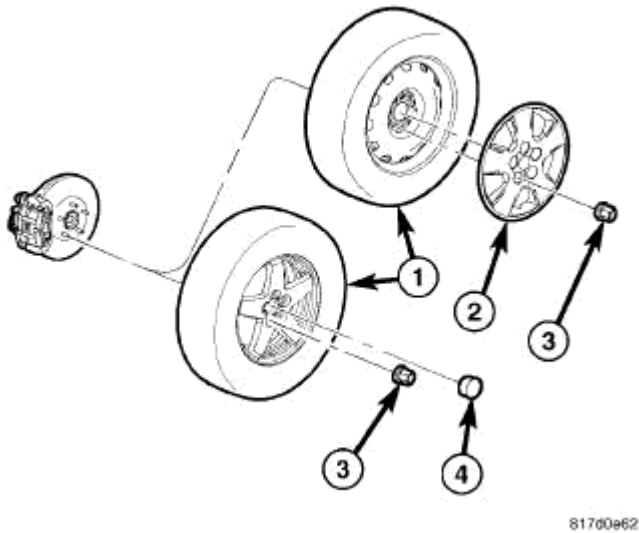


Fig. 41: TIRE AND WHEEL MOUNTING

Courtesy of CHRYSLER LLC

10. Install the tire and wheel assembly (1). Refer to **Tires and Wheels - Installation** . Install and tighten the wheel mounting nuts (3) to 135 N.m (100 ft. lbs.).
11. Lower the vehicle.
12. Pump the brake pedal several times to ensure the vehicle has a firm brake pedal before moving it. Check the brake fluid level.

KNUCKLE, REAR

REMOVAL

REMOVAL

1. Raise and support the vehicle. Refer to **Vehicle Quick Reference/Hoisting - Standard Procedure**

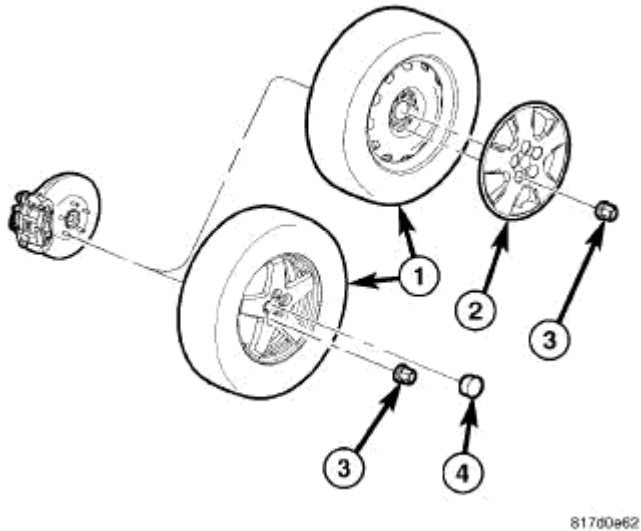


Fig. 42: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).

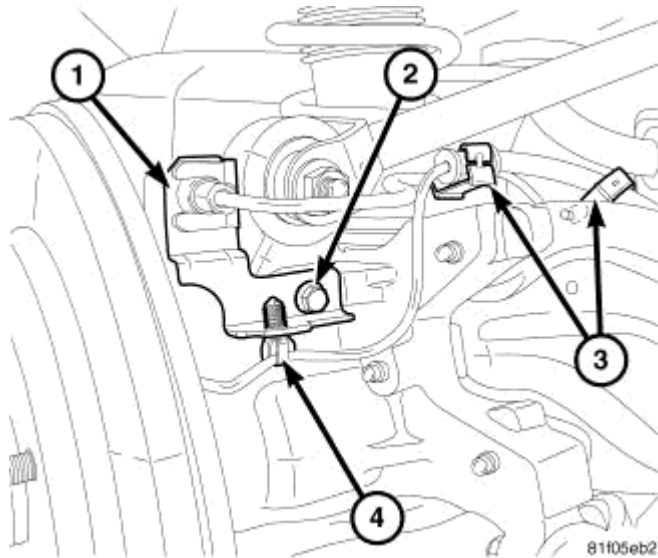


Fig. 43: Brake Tube Routing Bracket
Courtesy of CHRYSLER LLC

3. Remove the bolt (2) securing the brake tube routing bracket (1) to the knuckle.
4. Remove the brake rotor or brake drum, then the hub and bearing. See **Removal**

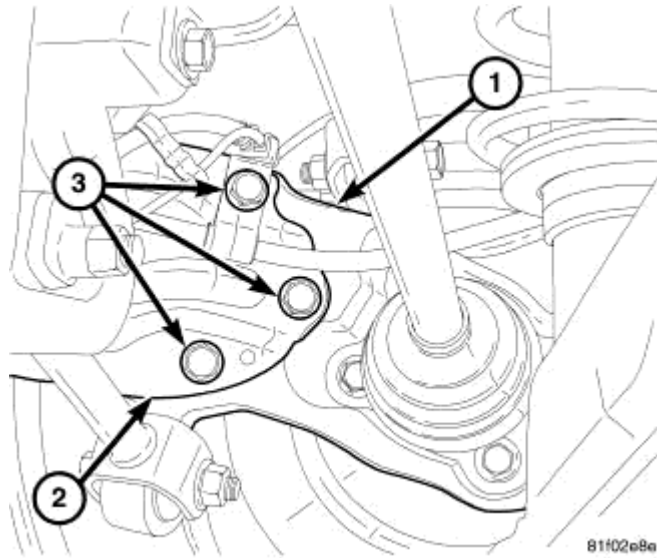


Fig. 44: Trailing Link To Knuckle
Courtesy of CHRYSLER LLC

5. Remove the three bolts (3) securing the knuckle (1) to the trailing link (2).

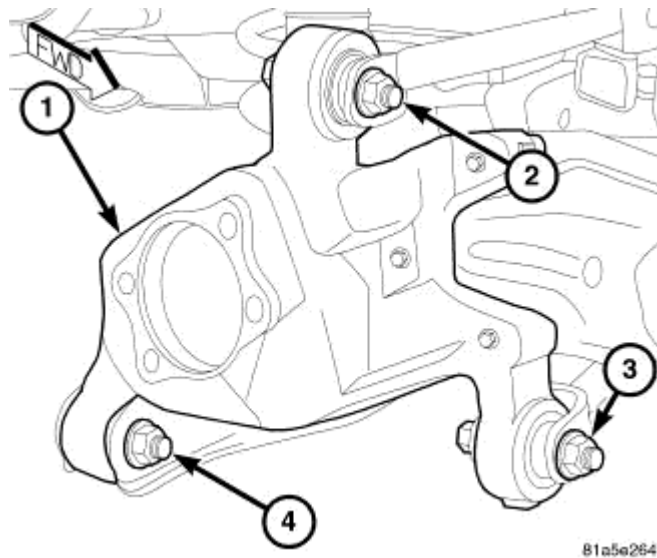


Fig. 45: Knuckle Mounting
Courtesy of CHRYSLER LLC

6. Remove the nut (3) and bolt securing the toe link to the knuckle (1).
7. Remove the nut (4) and bolt securing the lower control arm to the knuckle (1).
8. Remove the nut (2) and bolt securing the upper control arm to the knuckle (1).
9. Remove the knuckle.

INSTALLATION

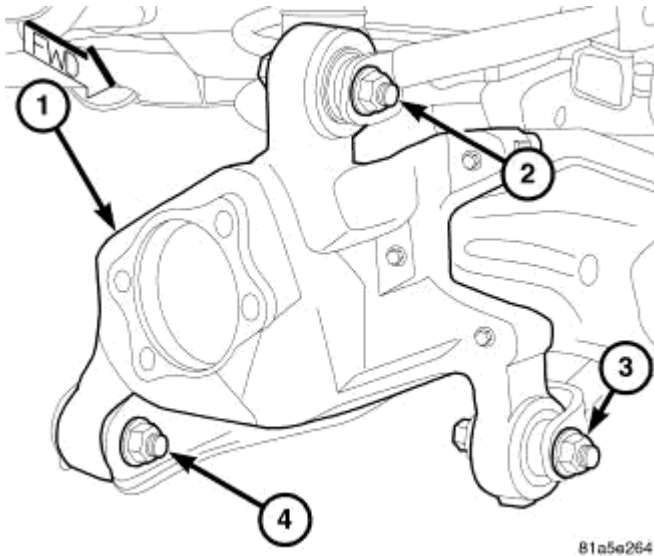
INSTALLATION

Fig. 46: Knuckle Mounting
Courtesy of CHRYSLER LLC

1. Position the knuckle (1) on the upper and lower control arm, and the toe link.
2. Install the bolt and nut (2) securing the upper control arm to the knuckle. Do not tighten the mounting bolt nut at this time.
3. Install the bolt and nut (4) securing the lower control arm to the knuckle. Do not tighten the mounting bolt nut at this time.
4. Install the bolt and nut (3) securing the toe link to the knuckle. Do not tighten the mounting bolt nut at this time.

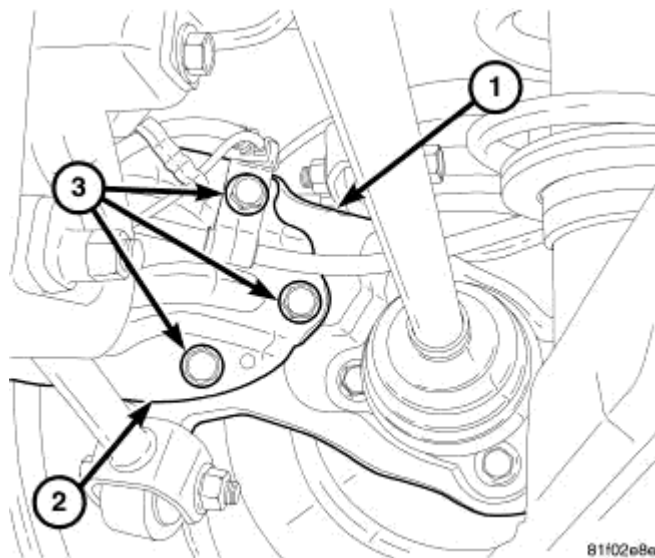


Fig. 47: Trailing Link To Knuckle
Courtesy of CHRYSLER LLC

CAUTION: Before installing the bolts in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.

5. Install the three bolts (3) securing the trailing link (2) to the knuckle (1). Be sure to include the parking brake cable routing clamp when installing the top mounting bolt. Tighten the mounting bolts to 60 N.m (44 ft. lbs.).
6. Install the hub and bearing, then the brake rotor and caliper. See **Installation**

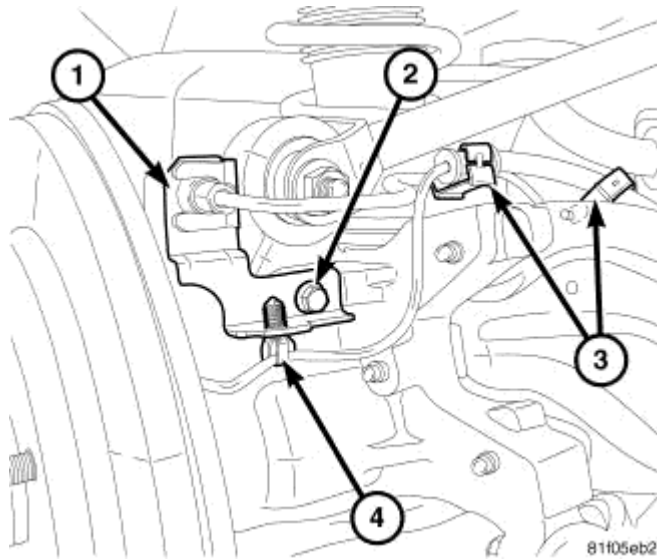


Fig. 48: Brake Tube Routing Bracket
Courtesy of CHRYSLER LLC

7. Position the brake tube routing bracket (1) at the knuckle and install the mounting screw. Tighten the screw to 15 N.m (11 ft. lbs.).

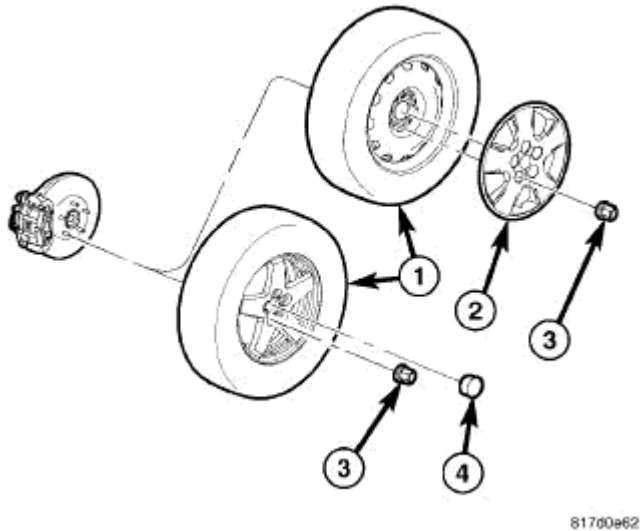


Fig. 49: TIRE AND WHEEL MOUNTING

Courtesy of CHRYSLER LLC

8. Install the tire and wheel assembly (1). Refer to **Tires and Wheels - Installation** . Install and tighten the wheel mounting nuts (3) to 135 N.m (100 ft. lbs.).
9. Lower the vehicle.
10. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access yet to be tightened mounting bolts and nuts.
11. Tighten the upper control arm bolt nut at the knuckle to 105 N.m (77 ft. lbs.).
12. Tighten the lower control arm bolt nut at the knuckle to 105 N.m (77 ft. lbs.).
13. Tighten the toe link mounting bolt nut at the knuckle to 105 N.m (77 ft. lbs.).
14. Perform wheel alignment as necessary. Refer to **Front Suspension/Wheel Alignment - Standard Procedure**

LINK, STABILIZER BAR

REMOVAL

REMOVAL

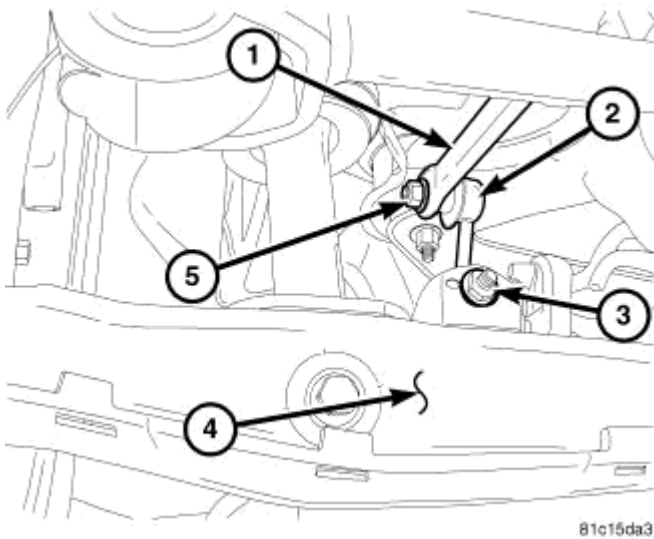


Fig. 50: Removing/Installing Stabilizer Link
Courtesy of CHRYSLER LLC

1. Raise and support the vehicle. Refer to **Vehicle Quick Reference/Hoisting - Standard Procedure**
2. While holding the stabilizer bar link lower stud stationary, remove the nut (3) securing the link (2) to the lower control arm (4).
3. While holding the stabilizer bar link upper stud stationary, remove the nut (5) securing the link (2) to the stabilizer bar (1).
4. Remove the stabilizer bar link (2).

INSTALLATION

INSTALLATION

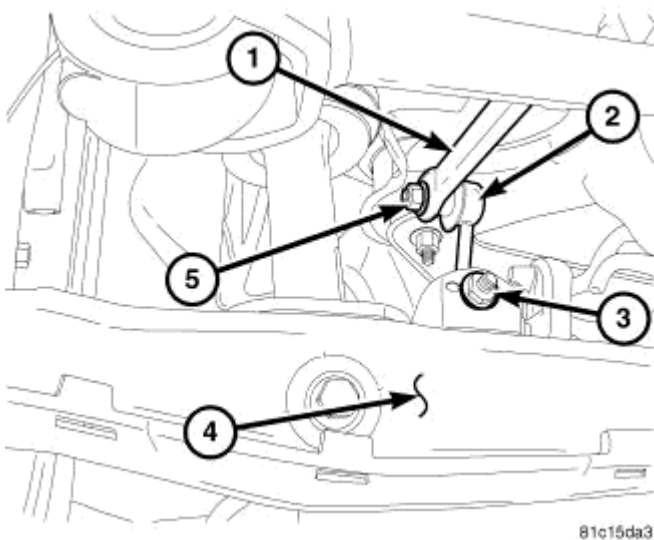


Fig. 51: Removing/Installing Stabilizer Link

Courtesy of CHRYSLER LLC

CAUTION: Before installing the nuts in the following steps, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.

1. Install the stabilizer link (2) upper stud in the end of the stabilizer bar (1) from the inboard side. Install the nut (5) on the upper stud and while holding the stabilizer link stud stationary, tighten the nut to 48 N.m (35 ft. lbs.).

NOTE: When attaching a stabilizer bar link to the lower control arm it is important that the lower mounting stud be positioned properly. The lower mounting stud on the right side link needs to point toward the front of the vehicle when inserted through the lower control arm mounting flange. The left side link lower stud needs to point toward the rear of the vehicle. Otherwise the suspension geometry will not function properly.

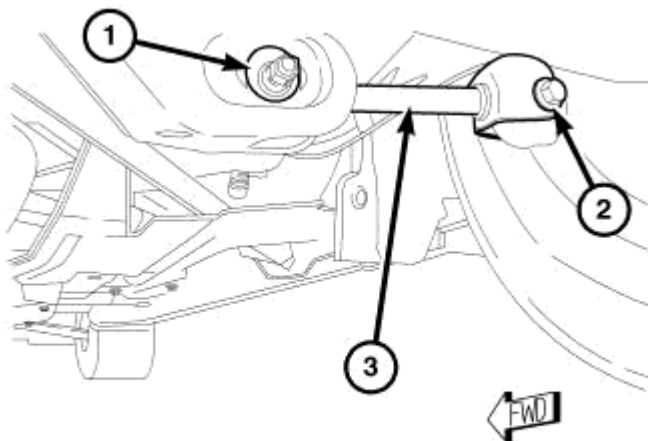
2. Attach the stabilizer bar link (2) to the lower control arm (4). Install the nut (3) and while holding the stabilizer bar link lower stud stationary, tighten the nut (2) to 48 N.m (35 ft. lbs.).
3. Lower the vehicle.

LINK, TOE

REMOVAL

REMOVAL

1. Raise and support the vehicle. Refer to Vehicle Quick Reference/Hoisting - Standard Procedure

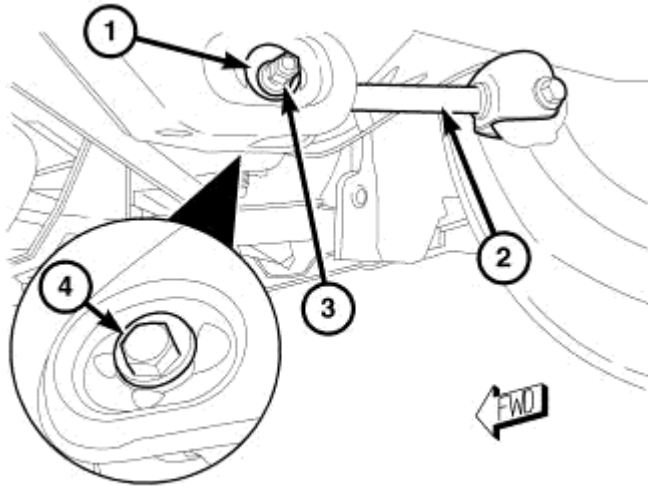


81c15d38

Fig. 52: Toe Link

Courtesy of CHRYSLER LLC

2. Remove the mounting bolt (2) and nut securing the toe link (3) to the knuckle.



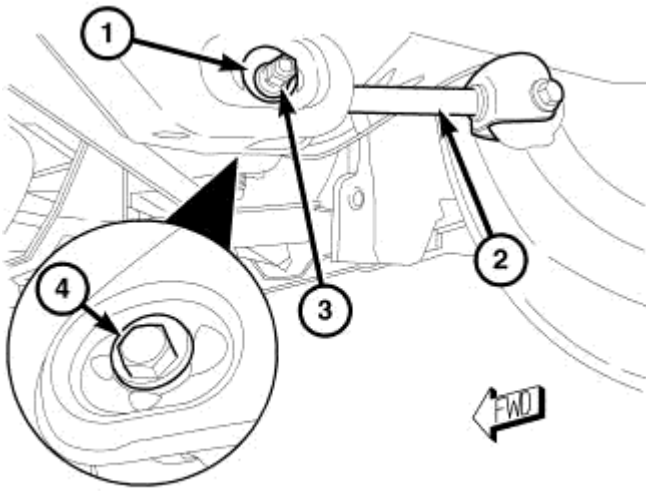
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Fig. 53: Rear Toe Adjustment Cam Bolt
Courtesy of CHRYSLER LLC

3. Mark the position of the cam bolt cam on the crossmember using a paint marker or crayon. Do not use any type marker that will scratch or damage the surface of the crossmember.
4. While holding the cam bolt (4) head stationary, loosen and remove the toe link mounting cam bolt nut (3) and washer (1). Remove the cam bolt.
5. Remove the toe link (2).

INSTALLATION

INSTALLATION

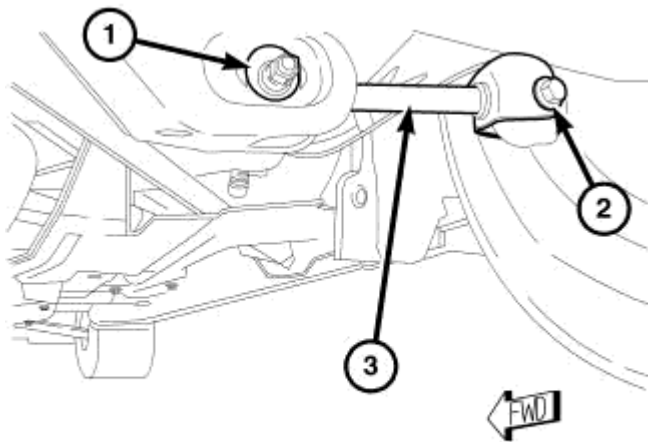


81c15d4d

Fig. 54: Rear Toe Adjustment Cam Bolt
Courtesy of CHRYSLER LLC

CAUTION: When installing the cam bolt (4) and washer make sure the cams stay inside the abutments built into the crossmember. Failure to do so can damage the abutments and make toe adjustment difficult.

1. Position the toe link (2) and install the cam bolt (4) from the front through the crossmember and link. Match the cam on the bolt to the marks made during removal or position the top of the cam to the 12 O'clock position.
2. Install the cam washer (1) and nut (3) securing the toe link (2) to the crossmember. Do not tighten at this time.



81c15d38

Fig. 55: Toe Link
Courtesy of CHRYSLER LLC

3. Install the mounting bolt (2) and nut securing the link to the knuckle. To install the bolt it may be necessary to flex the trailing link at the body mount bushing inward or outward using an appropriate prying tool. Do not tighten at this time.
4. Lower the vehicle.
5. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access mounting bolts and nuts.
6. Tighten the toe link mounting bolt nut at the knuckle to 105 N.m (77 ft. lbs.).
7. Perform wheel alignment as necessary. Refer to **Front Suspension/Wheel Alignment - Standard Procedure**

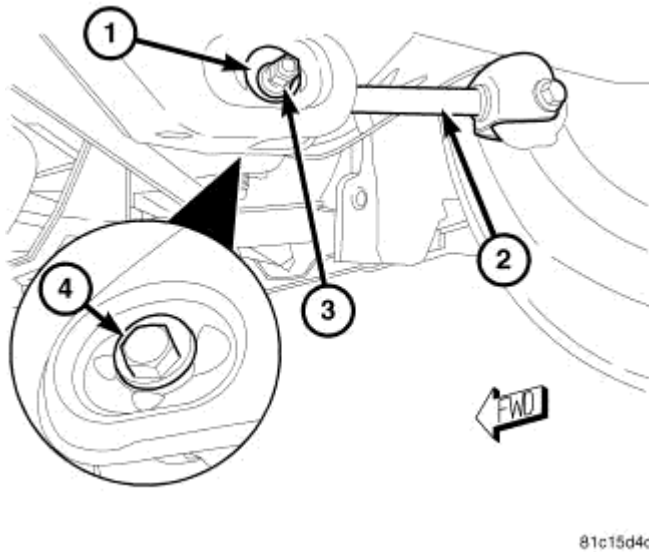


Fig. 56: Rear Toe Adjustment Cam Bolt
Courtesy of CHRYSLER LLC

8. Once rear toe is set, while holding the cam bolt (4) head stationary, tighten the toe link mounting cam bolt nut (3) to 100 N.m (74 ft. lbs.).

LINK, TRAILING, REAR

REMOVAL

REMOVAL

1. Raise and support the vehicle. Refer to **Vehicle Quick Reference/Hoisting - Standard Procedure**

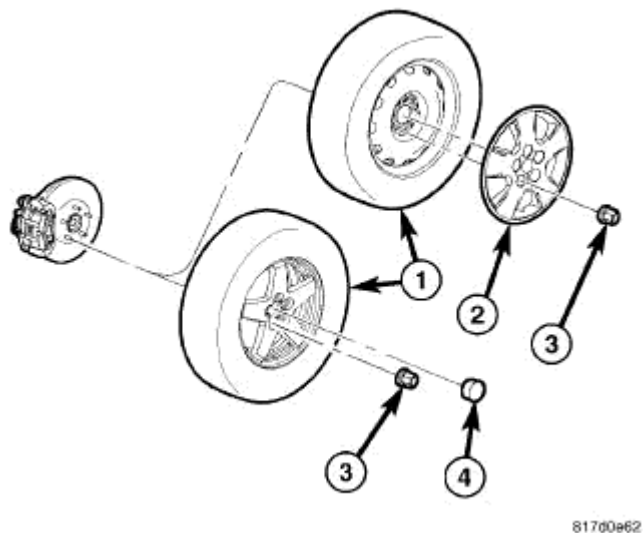


Fig. 57: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

2. Remove the wheel mounting nuts (3), then the tire and wheel assembly (1).

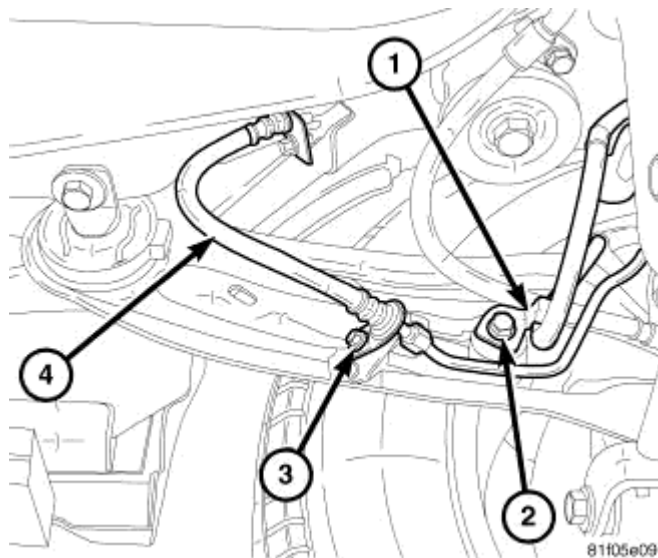


Fig. 58: Brake Flex Hose And Tube Bracket
Courtesy of CHRYSLER LLC

3. Remove the screw (3) securing the brake flex hose and tube bracket (4) to the trailing link.
4. Remove the screw (2) securing the wheel speed sensor routing clip (1) to the trailing link.

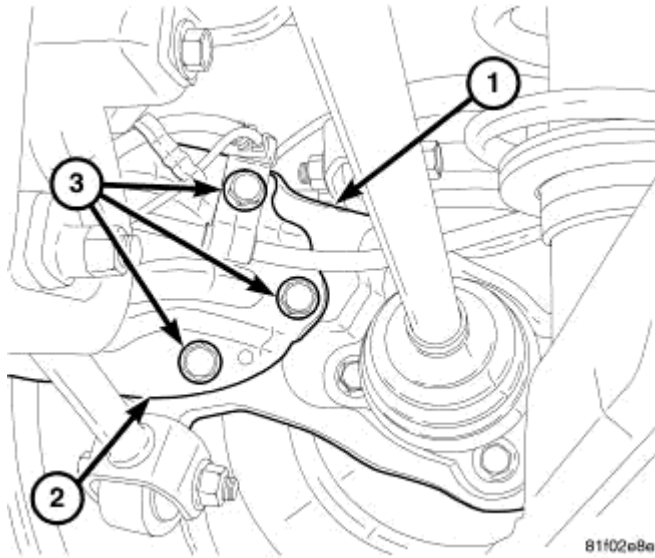


Fig. 59: Trailing Link To Knuckle
Courtesy of CHRYSLER LLC

5. Remove the three bolts (3) securing the knuckle (1) to the trailing link (2).

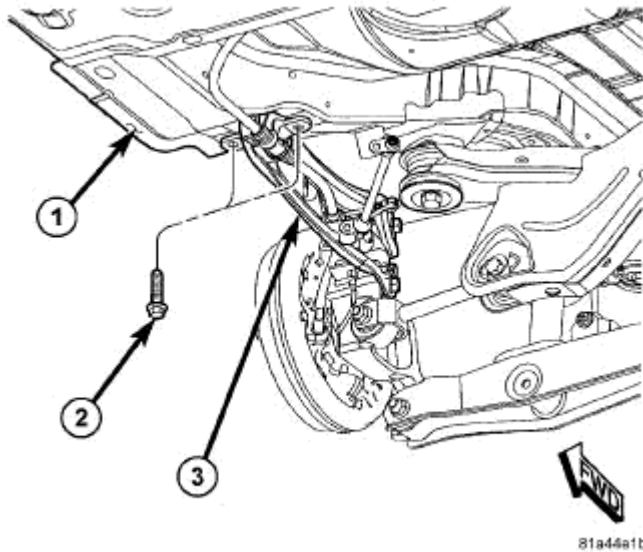


Fig. 60: Trailing Link To Body Mounting
Courtesy of CHRYSLER LLC

6. Remove the two bolts (2) fastening the leading end of the trailing link (3) to the body (1).
7. Remove the trailing link.

INSTALLATION

INSTALLATION

CAUTION: Before installing the bolts in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.

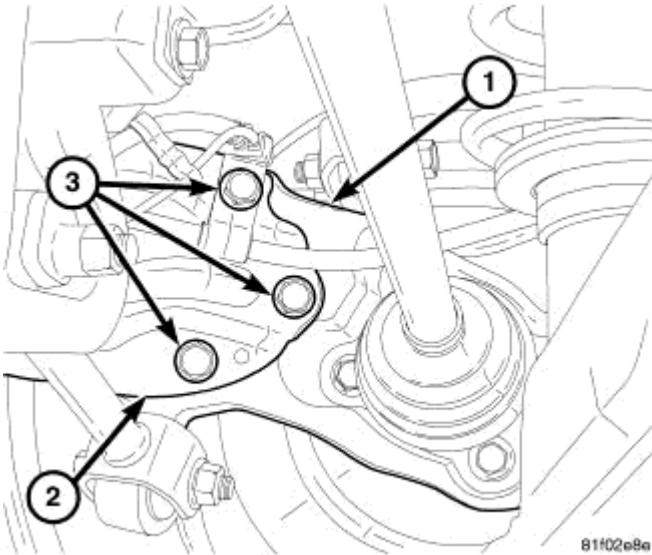


Fig. 61: Trailing Link To Knuckle

Courtesy of CHRYSLER LLC

1. Position the trailing link (2) and install the three bolts (3) securing the trailing link to the knuckle (1). Be sure to include the parking brake cable routing clamp when installing the top mounting bolt. Tighten the mounting bolts to 60 N.m (44 ft. lbs.).

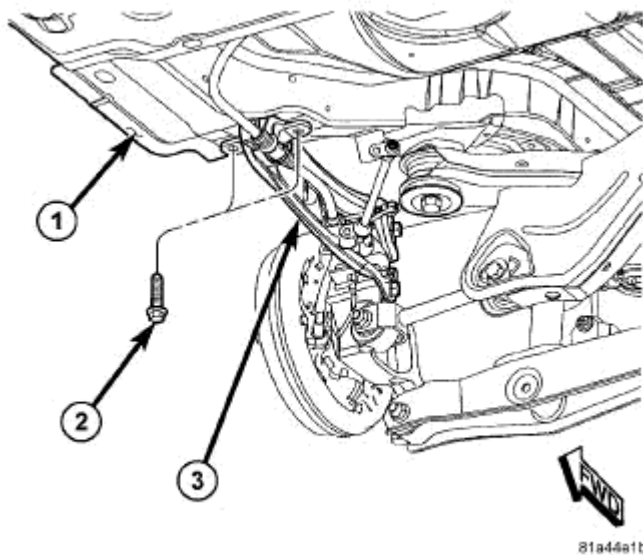


Fig. 62: Trailing Link To Body Mounting

Courtesy of CHRYSLER LLC

2. Position the forward end of the trailing link (3) on the body (1) and install the two mounting bolts (2). Do not tighten the bolts at this time.

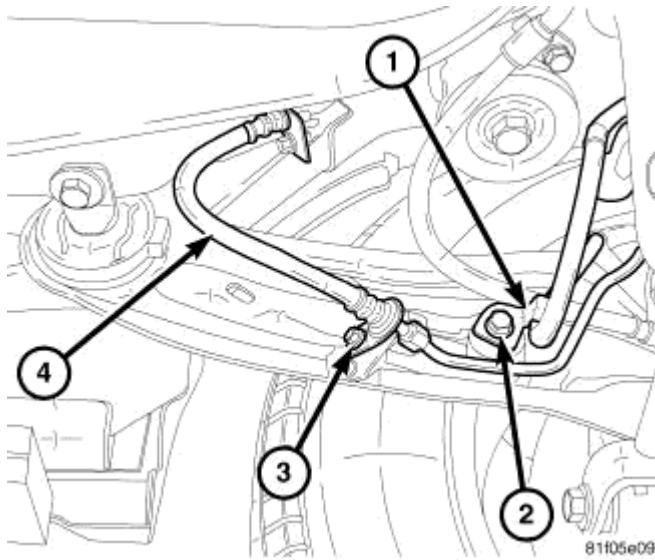


Fig. 63: Brake Flex Hose And Tube Bracket
Courtesy of CHRYSLER LLC

3. Position the brake flex hose and tube bracket (4) on the trailing link and install the mounting screw (3). Tighten the screw to 23 N.m (17 ft. lbs.).
4. Attach the wheel speed sensor routing clip (1) to the trailing link using the mounting screw (2).

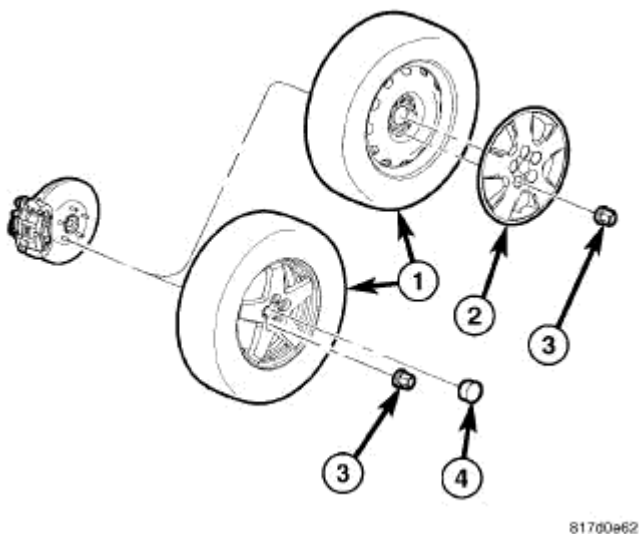


Fig. 64: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

5. Install tire and wheel assembly (1). Refer to **Tires and Wheels - Installation** . Install and tighten wheel

mounting nuts (3) to 135 N.m (100 ft. lbs.).

6. Lower the vehicle.

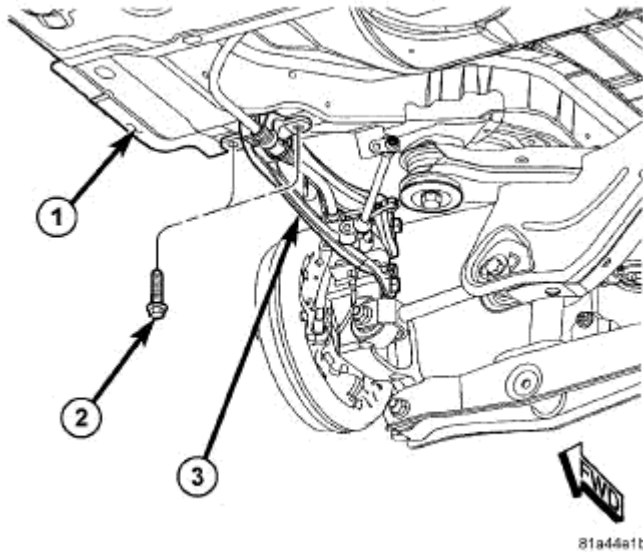


Fig. 65: Trailing Link To Body Mounting
Courtesy of CHRYSLER LLC

7. Position the vehicle on an alignment rack/drive-on lift. Raise the vehicle as necessary to access yet to be tightened mounting bolts.
8. Tighten the two mounting bolts fastening the leading end of the trailing link (3) to the body (1) to 110 N.m (81 ft. lbs.).
9. Perform wheel alignment as necessary. Refer to **Front Suspension/Wheel Alignment - Standard Procedure**

SHOCK ABSORBER, SUSPENSION, COIL-OVER

DESCRIPTION

DESCRIPTION

A coil-over shock absorber assembly supports each side of the vehicle. The bottom of the shock assembly mounts to the lower control arm. The top of the shock assembly mounts to the body.

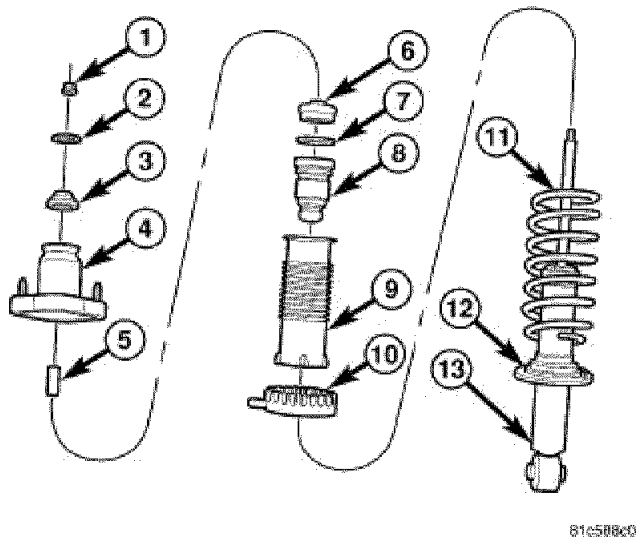


Fig. 66: Shock Assembly (Exploded)
Courtesy of CHRYSLER LLC

The shock assembly includes the following major components:

- Upper bushing (3)
- Upper mounting bracket (4)
- Sleeve (5)
- Lower bushing (6)
- Jounce bumper (8)
- Dust shield (9)
- Upper spring isolator (10)
- Coil spring (11)
- Lower spring isolator (12)
- Shock absorber (damper) (13)

Each component is serviced by removing the shock assembly from the vehicle and disassembling it.

Coil springs are rated separately for each corner or side of the vehicle depending on optional equipment and type of vehicle service. If a coil spring requires replacement, be sure that it is replaced with a spring meeting the correct load rating for the vehicle and its specific options.

DIAGNOSIS AND TESTING

SHOCK ABSORBER

Inspect the shock absorber for damage and evidence of fluid running from the upper end of the fluid reservoir. (Actual leakage will be a stream of fluid running down the side of the reservoir tube and dripping off lower end

of unit). A slight amount of seepage between the shaft and shaft seal is not unusual and does not affect performance of the shock absorber.

REMOVAL

WITH THIRD ROW SEATING

NOTE: Before proceeding. See Warning .

1. Access and remove the rear quarter trim panel. Refer to Body/Interior/PANEL, Quarter Trim - Removal
2. Move insulation out of the way to access the shock assembly upper mounting nuts.

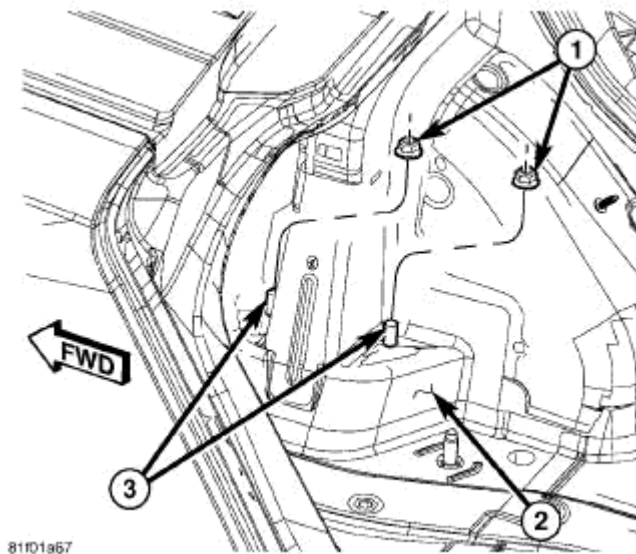


Fig. 67: Upper Shock Mounting
Courtesy of CHRYSLER LLC

3. Remove the two nuts (1) securing the shock assembly to the body bracket (2).
4. Raise and support the vehicle. Refer to Vehicle Quick Reference/Hoisting - Standard Procedure

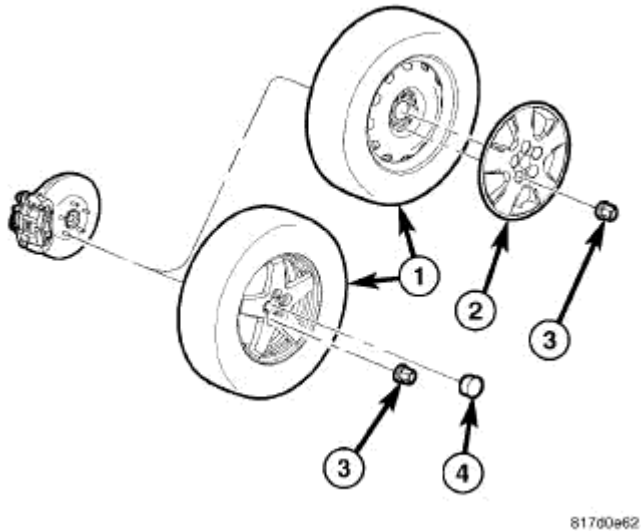


Fig. 68: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

5. Remove the wheel mounting nuts (3), then the rear tire and wheel assembly.

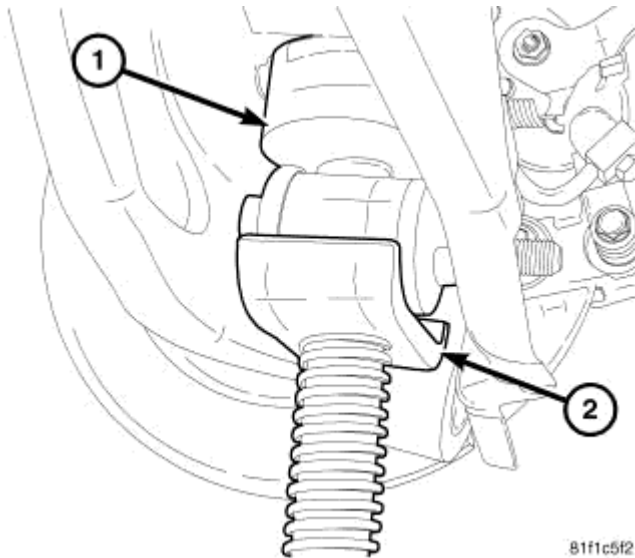


Fig. 69: Supporting Rear Shock
Courtesy of CHRYSLER LLC

6. If equipped with load-leveling shocks, support the lower shock (1) with a jack (2) using just enough force to allow easy removal of the lower shock mounting bolt in the following step. Lower the jack following bolt removal.

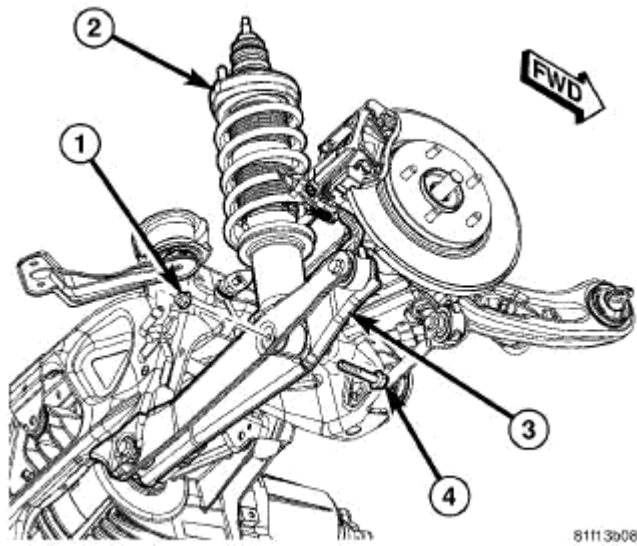


Fig. 70: Shock Assembly
Courtesy of CHRYSLER LLC

7. Remove the lower shock mounting nut (1) and bolt (4).
8. Lower the shock assembly (2) out of the body bracket and lift out over rear suspension.

WITHOUT THIRD ROW SEATING

NOTE: Before proceeding. See Warning .

1. Remove four nuts, remove load floor.
2. Open access panel by breaking perforations along panel, then folding panel upward.
3. Move insulation out of the way to access shock assembly upper mounting nuts.

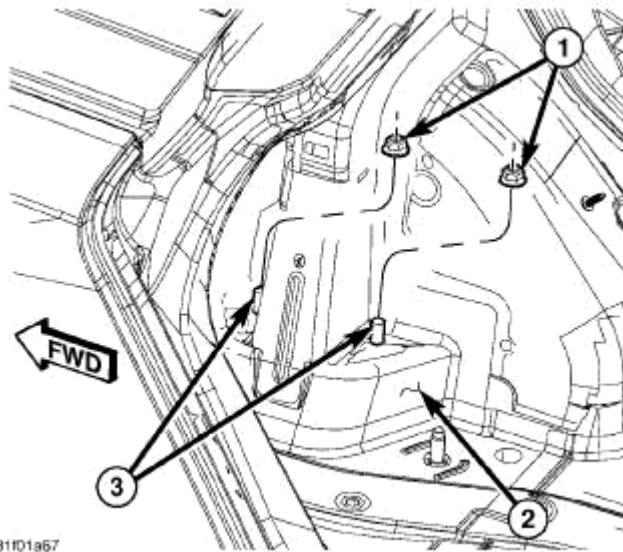


Fig. 71: Upper Shock Mounting
Courtesy of CHRYSLER LLC

4. Remove the two nuts (1) securing the shock assembly to the body bracket (2).
5. Raise and support the vehicle. Refer to **Vehicle Quick Reference/Hoisting - Standard Procedure**

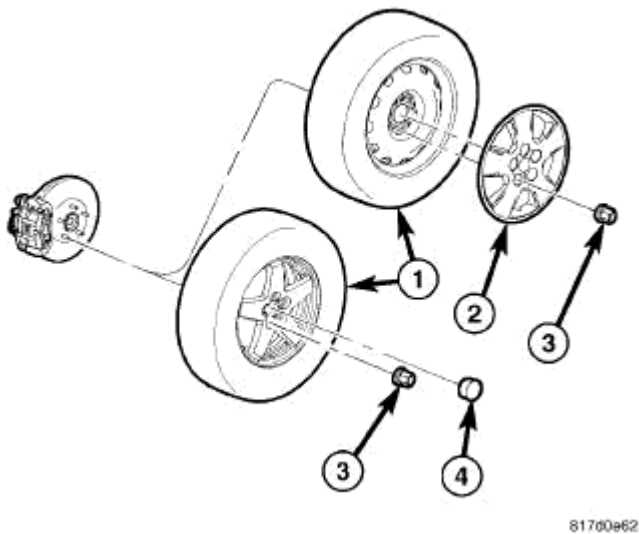


Fig. 72: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

6. Remove the wheel mounting nuts (3), then the rear tire and wheel assembly.

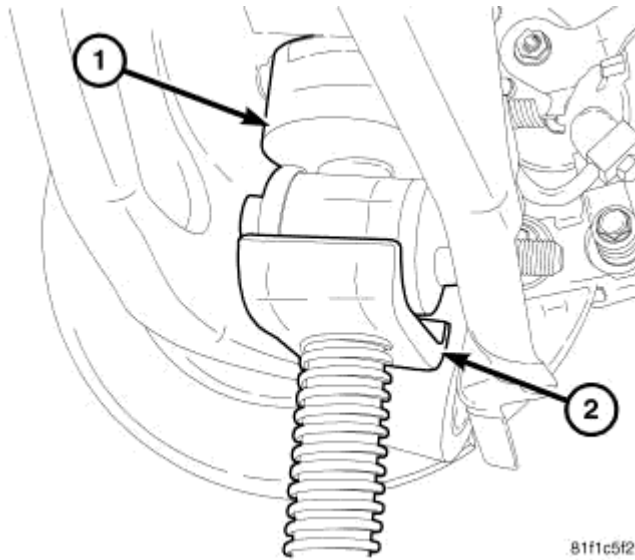


Fig. 73: Supporting Rear Shock
Courtesy of CHRYSLER LLC

7. If equipped with load-leveling shocks, support the lower shock (1) with a jack (2) using just enough force to allow easy removal of the lower shock mounting bolt in the following step. Lower the jack following bolt removal.

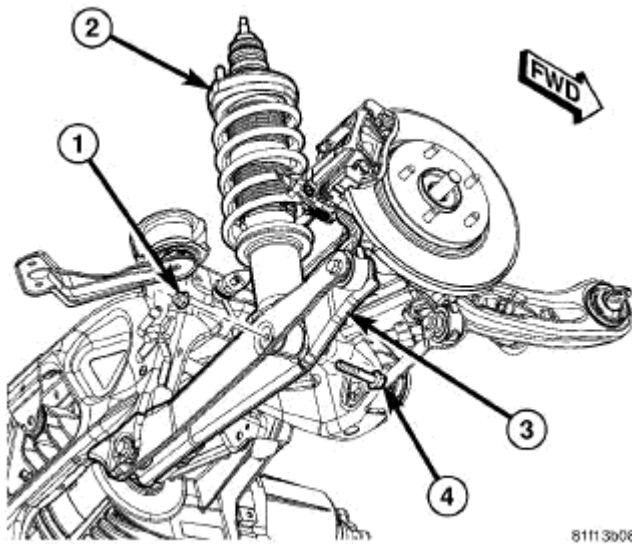


Fig. 74: Shock Assembly
Courtesy of CHRYSLER LLC

8. Remove the lower shock mounting nut (1) and bolt (4).
9. Lower the shock assembly (2) out of the body bracket and lift out over rear suspension.

DISASSEMBLY

DISASSEMBLY

NOTE: The shock assembly must be removed from the vehicle for it to be disassembled and assembled. See Removal

For the disassembly and assembly of the shock assembly, use Strut Spring Compressor, teamPSE tool 223-7400, or the equivalent, to compress the coil spring. Follow the manufacturer's instructions closely.

WARNING: Do not remove the shock rod nut before the coil spring is properly compressed. The coil spring is held under pressure. The coil spring must be compressed, removing spring tension from the upper mounting bracket, before the shock rod nut is removed.

1. If both shocks are being serviced at the same time, mark both the coil spring and shock assembly according to which side of the vehicle the shock is being removed from.

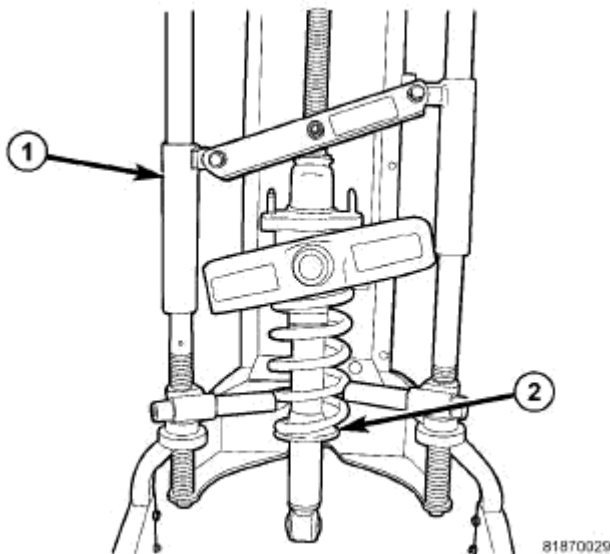


Fig. 75: Shock Assembly In Compressor
Courtesy of CHRYSLER LLC

2. Position the shock assembly (2) in the strut spring compressor (1) following the manufacturer's instructions and set the lower and upper hooks of the compressor on the coil spring.
3. Compress the coil spring until all spring tension is removed from the upper mounting bracket and bushings.

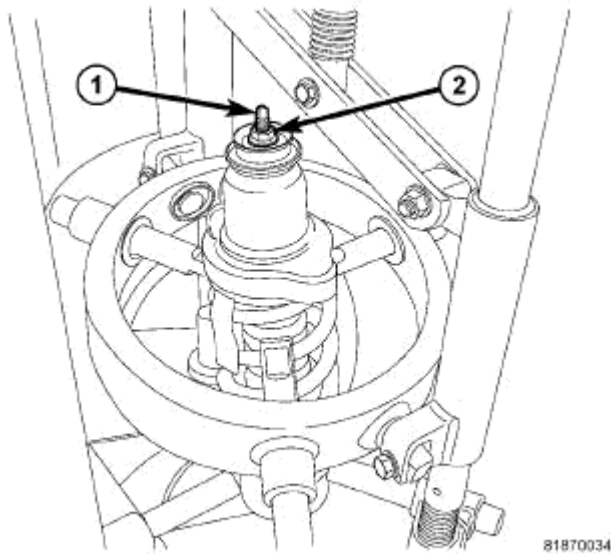


Fig. 76: Shock Rod Retainer Nut
Courtesy of CHRYSLER LLC

CAUTION: Never use impact or high speed tools to remove the shock rod nut. Damage to the shock internal bearings can occur.

4. Once the spring is sufficiently compressed, install Snap-On® Shock Absorber Socket A139, or equivalent, on the end of the shock rod (1). While holding the shock rod from turning, remove the nut (2) using a wrench. Remove the washer below the nut.

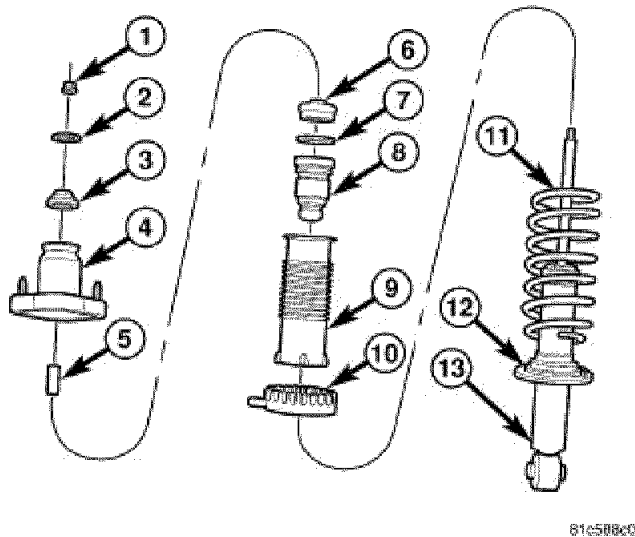


Fig. 77: Shock Assembly (Exploded)
Courtesy of CHRYSLER LLC

5. Remove the shock absorber (13) out through the bottom of the coil spring (11). The washer (7), jounce bumper (8), dust shield (9) and lower spring isolator (12) will come out with the shock.
6. Slide the washer (7), jounce bumper (8), and dust shield (9) from the shock rod.
7. Remove the lower spring isolator (12) from the shock spring seat.
8. Remove the upper mounting bracket (4), bushings (3, 6), sleeve (5) and upper spring isolator (10) from the top of the spring.
9. Remove the bushings (3, 6), sleeve (5) and upper spring isolator (10) from the upper mounting bracket (4).

NOTE: If the coil spring needs to be serviced, proceed with the next step, otherwise, proceed with 11.

10. Release the tension from the coil spring by backing off the compressor drive completely. Push back the compressor hooks and remove the coil spring.

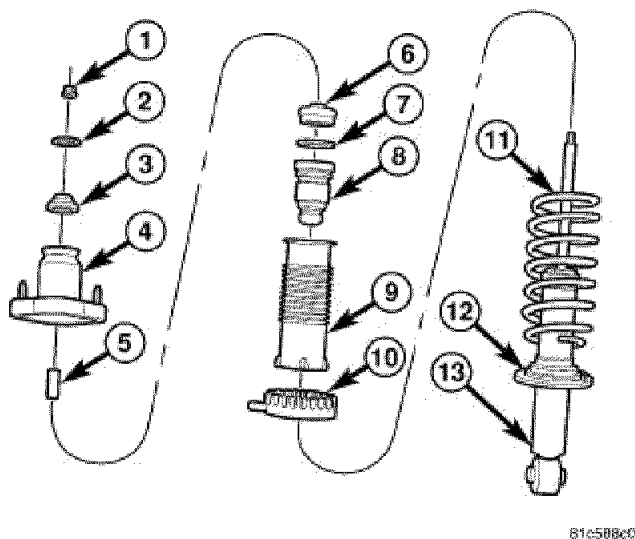


Fig. 78: Shock Assembly (Exploded)
Courtesy of CHRYSLER LLC

11. Inspect the shock assembly components for the following and replace as necessary:

NOTE: For reassembly. See Assembly

- Inspect the shock absorber (damper) (13) for shaft binding over the full stroke of the shaft.
- Inspect the jounce bumper (8) for cracks and signs of deterioration.
- Inspect the dust shield (9) for cracks and tears.
- Check the upper mounting bracket (4) for cracks and distortion and its retaining studs for any sign of damage.

- Inspect the upper (3) and lower (6) bushings for material deterioration and signs of deterioration. Inspect the sleeve (5) for wear and distortion.
- Inspect the upper (10) and lower (12) spring isolators for material deterioration and distortion.
- Inspect the coil spring (11) for any sign of damage to the coating.

ASSEMBLY

ASSEMBLY

NOTE: If the coil spring has been removed from the spring compressor, proceed with the next step, otherwise, proceed with 3.

NOTE: To determine the flat coil end of the coil spring for the following step, attempt to stand the coil spring on end on a flat, level surface. If the coil spring stands on end, the end on the flat surface is the flat coil end. If the coil spring falls over, the end on the flat surface is not the flat coil end. Stand the coil spring on the opposite end to verify.

1. Place the coil spring flat coil end downward (see above note) in the spring compressor following the manufacturer's instructions.
2. Slowly compress the coil spring until enough room is available for shock assembly reassembly.

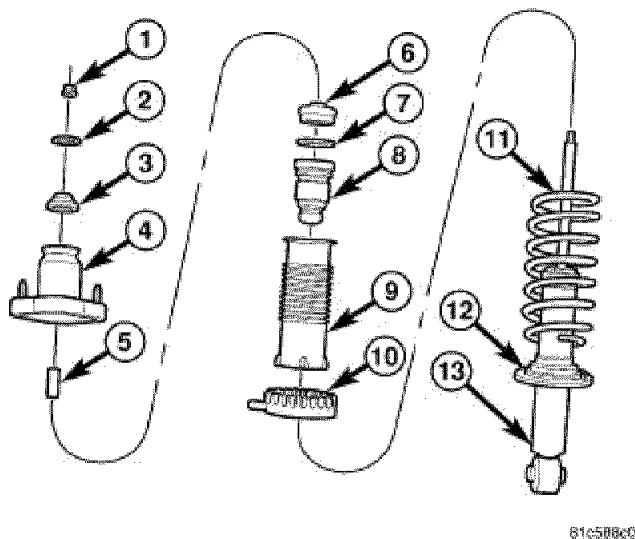
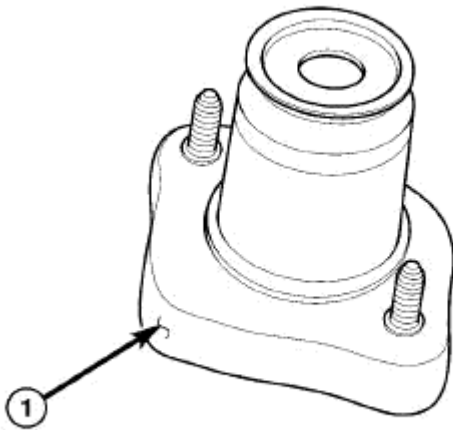


Fig. 79: Shock Assembly (Exploded)
Courtesy of CHRYSLER LLC

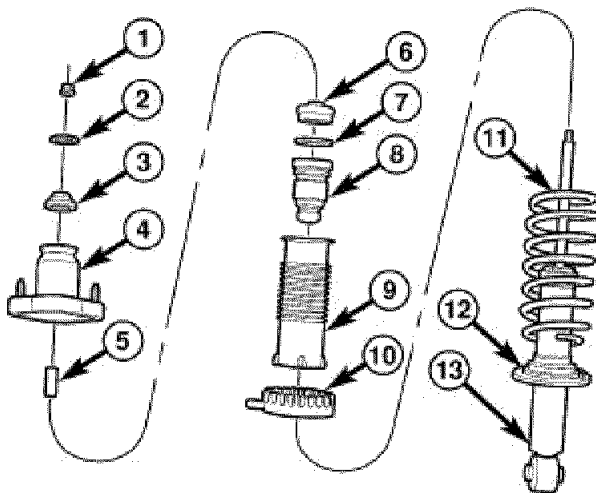
3. Assemble the bushings (3, 6) and sleeve (5) through the upper mounting bracket (4).



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Fig. 80: Upper Mounting Bracket Feature
Courtesy of CHRYSLER LLC

NOTE: When installing the upper spring isolator on the upper mounting bracket in the following step, make sure the tab on the isolator is positioned toward the forward mounting stud on the mounting bracket. To determine the forward mounting stud on the mounting bracket, position the angular formed side (as viewed from above; opposite side of bracket is rounded) of the mounting bracket flange (1) toward you with the mounting studs pointing upwards. The stud to the left would be the forward mounting stud for a left rear shock assembly. The stud to the right would be the forward mounting stud for a right rear shock assembly.



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Fig. 81: Shock Assembly (Exploded)

Courtesy of CHRYSLER LLC

4. If not already together, install the upper spring isolator (10) on the upper mounting bracket (4). Make sure the tab on the isolator is positioned toward the forward mounting stud on the mounting bracket (See above note).
5. Install the upper mounting bracket (4) on top of the coil spring (11) matching the step in the isolator to the end of the coil.
6. Install the lower spring isolator (12) on the spring seat of the shock absorber (13).

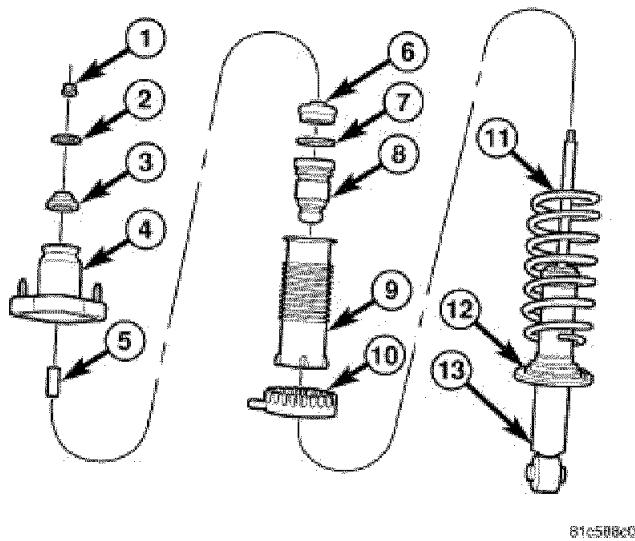


Fig. 82: Shock Assembly (Exploded)

Courtesy of CHRYSLER LLC

7. Slide the dust shield (9), jounce bumper (8) and washer (7) onto the shock rod.
8. Install the shock absorber (13) up through the bottom of the coil spring (11) and upper mounting bracket until the lower spring seat contacts the lower end of the coil spring.
9. While holding the shock absorber in position, install the washer (2) and nut (1) on the end of the shock rod.

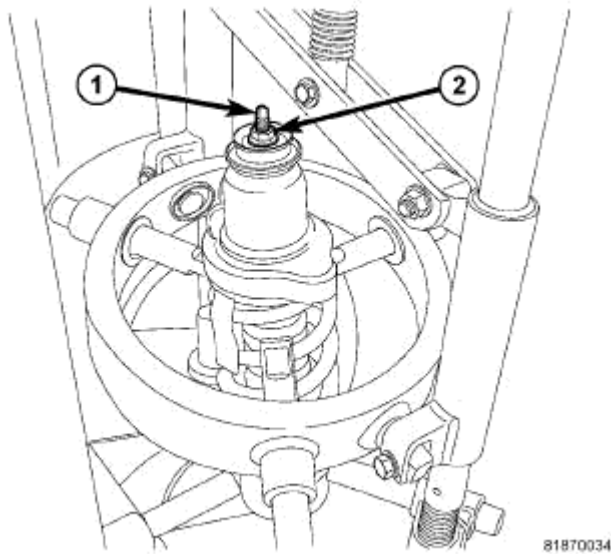


Fig. 83: Shock Rod Retainer Nut
Courtesy of CHRYSLER LLC

CAUTION: Never use impact or high speed tools to remove the shock rod nut.
Damage to the shock internal bearings can occur.

10. Install Snap-On® Shock Absorber Socket A139, or equivalent, on the end of the shock rod (1). While holding the shock rod from turning, tighten the nut (2) using a crows foot wrench and a torque wrench. Tighten the shock rod nut to 41 N.m (30 ft. lbs.).

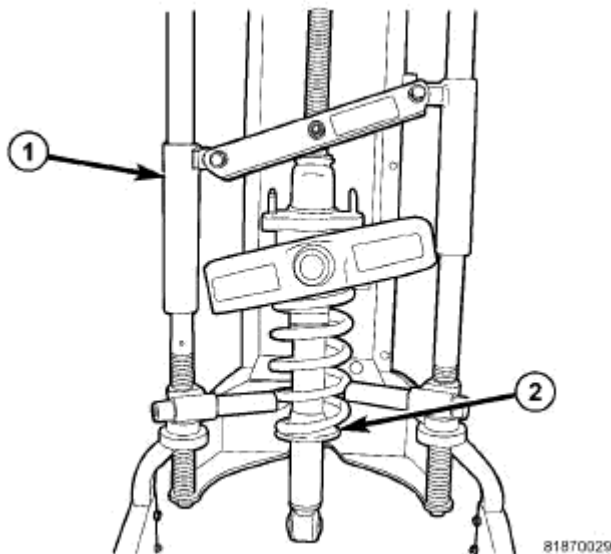
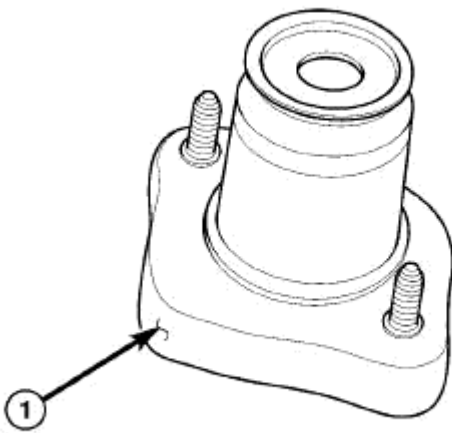


Fig. 84: Shock Assembly In Compressor
Courtesy of CHRYSLER LLC

11. Turn the upper mounting bracket or shock absorber as necessary until the mounting studs on the mounting bracket line up with the lower mounting bolt eyelet at the bottom of the shock absorber.
12. Slowly release the tension from the coil spring by backing off the compressor (1) drive completely.
13. Remove the shock assembly from the spring compressor.
14. Install the shock assembly on the vehicle. See **Installation**

INSTALLATION

WITH THIRD ROW SEATING



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Fig. 85: Upper Mounting Bracket Feature
Courtesy of CHRYSLER LLC

NOTE: When installing the shock assembly into the body bracket in the following step, be sure to position the upper mounting bracket so that the angular formed side (as viewed from above) of the mounting bracket flange (1) is facing outboard of vehicle (opposite side of bracket is rounded).

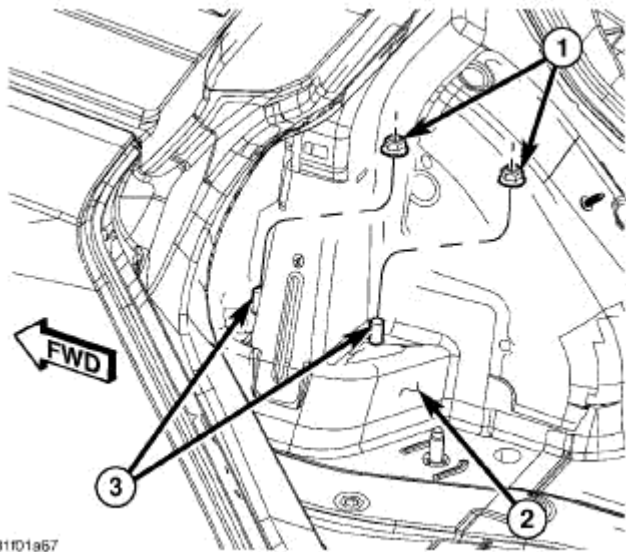


Fig. 86: Upper Shock Mounting
Courtesy of CHRYSLER LLC

1. Insert the lower end of the shock assembly down through the lower control arm from above just enough to clear the body with the upper mount, then lift it up, inserting the upper mounting studs (3) through the body bracket (2).

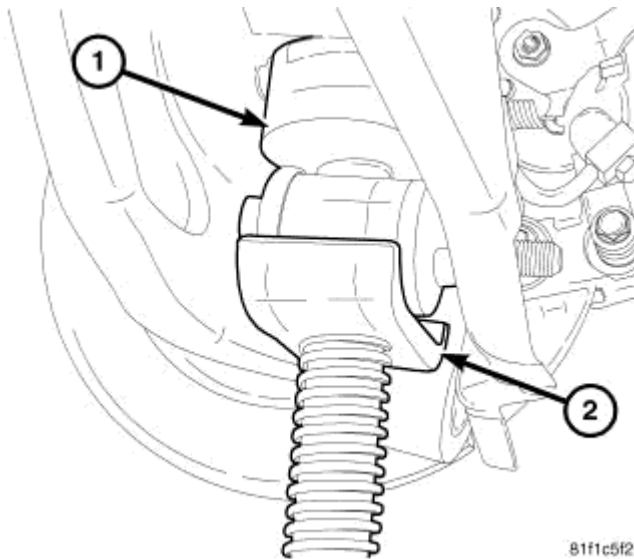


Fig. 87: Supporting Rear Shock
Courtesy of CHRYSLER LLC

2. If equipped with load-leveling shocks, place a jack (2) against the lower shock eye and support the lower end of the shock assembly (1). Lift the shock assembly using the jack until the hole in the lower shock eye lines up with that in the lower control arm.

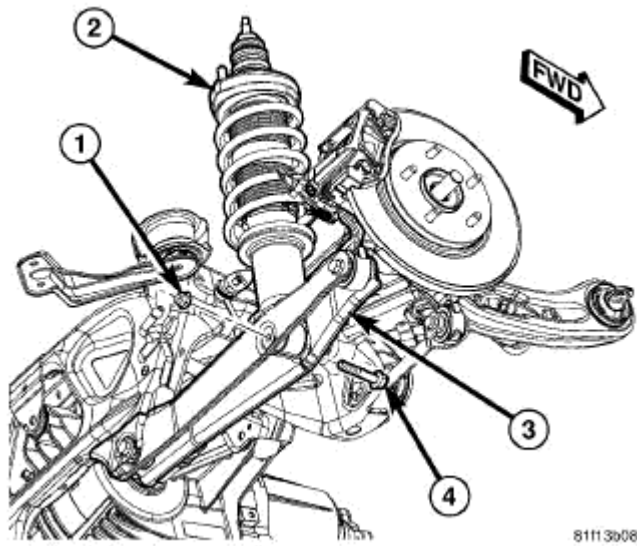


Fig. 88: Shock Assembly
Courtesy of CHRYSLER LLC

3. Install the mounting bolt (4) and nut (1) fastening the shock assembly (2) to the lower control arm (3). Do not tighten at this time.

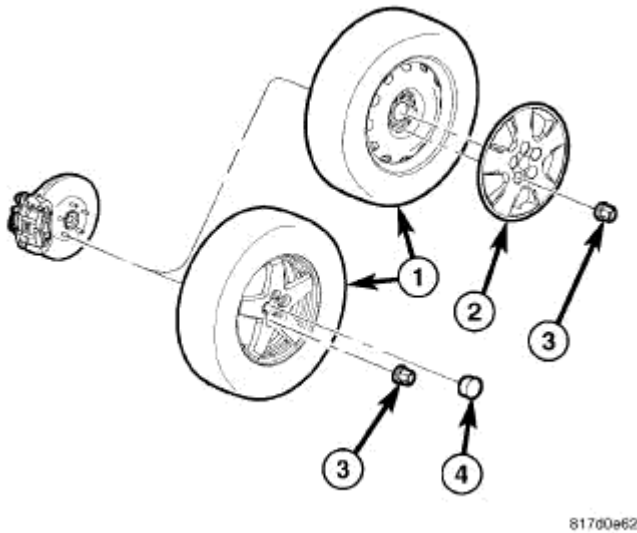


Fig. 89: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

4. Install the tire and wheel assembly (1). Refer to **Tires and Wheels - Installation** . Install and tighten wheel mounting nuts (3) to 135 N.m (100 ft. lbs.).
5. Lower the vehicle.

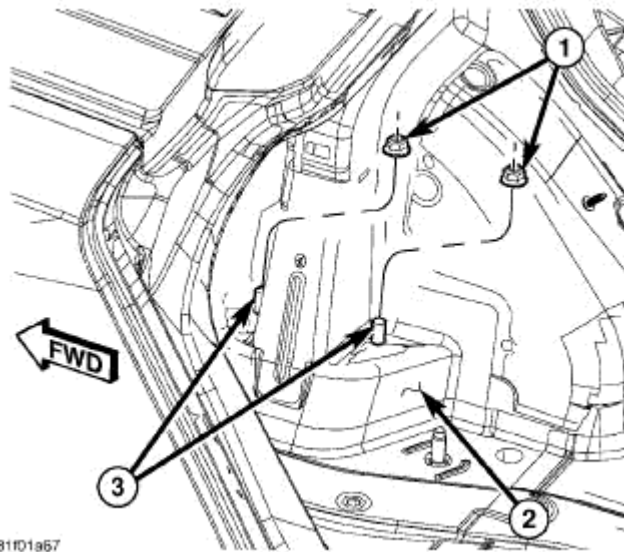


Fig. 90: Upper Shock Mounting
Courtesy of CHRYSLER LLC

6. Install the two nuts (1) on the studs (3) securing the shock assembly to the body bracket (2). Tighten the mounting nuts to 55 N.m (41 ft. lbs.).
7. Install the rear quarter trim panel and components removed to access it. Refer to **Body/Interior/PANEL, Quarter Trim - Installation**

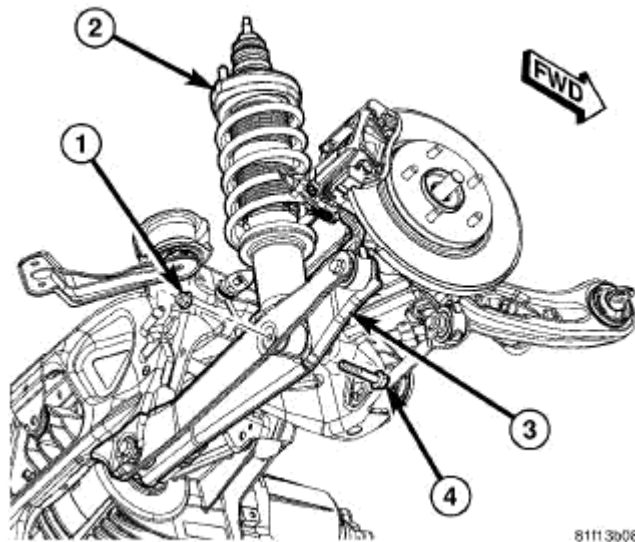
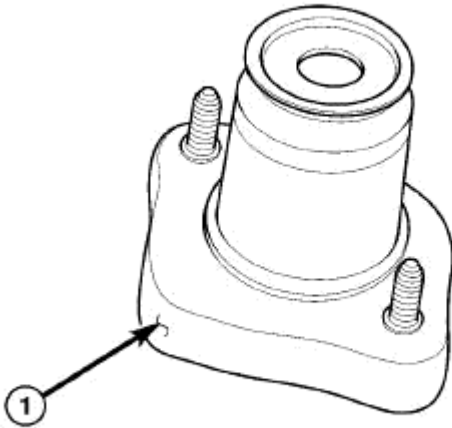


Fig. 91: Shock Assembly
Courtesy of CHRYSLER LLC

8. Position the vehicle on an alignment rack/drive-on lift. Raise the lift as necessary to access the shock mounting bolt and nut.

9. Tighten the shock assembly lower mounting bolt nut (1) to 99 N.m (73 ft. lbs.).

WITHOUT THIRD ROW SEATING

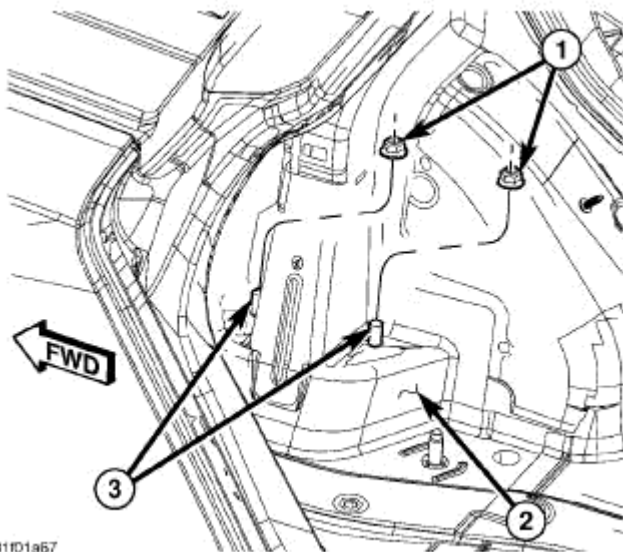


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Fig. 92: Upper Mounting Bracket Feature

Courtesy of CHRYSLER LLC

NOTE: When installing the shock assembly into the body bracket in the following step, be sure to position the upper mounting bracket so that the angular formed side (as viewed from above) of the mounting bracket flange (1) is facing outboard of vehicle (opposite side of bracket is rounded).



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Fig. 93: Upper Shock Mounting

Courtesy of CHRYSLER LLC

1. Insert the lower end of the shock assembly down through the lower control arm from above just enough to clear the body with the upper mount, then lift it up, inserting the upper mounting studs (3) through the body bracket (2).

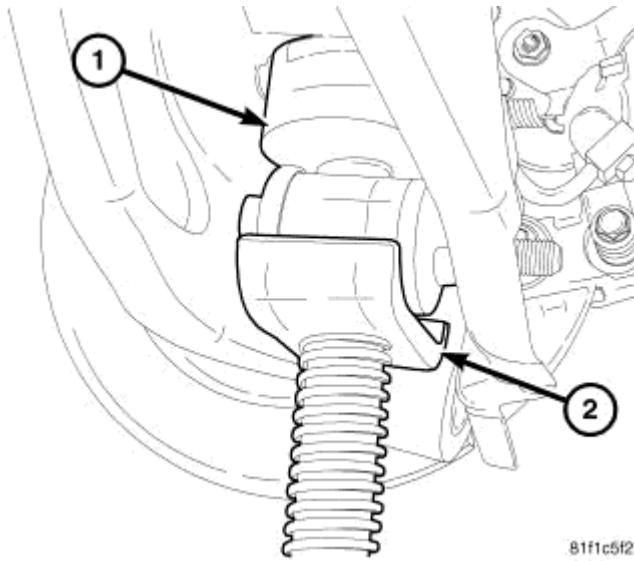


Fig. 94: Supporting Rear Shock
Courtesy of CHRYSLER LLC

2. If equipped with load-leveling shocks, place a jack (2) against the lower shock eye and support the lower end of the shock assembly (1). Lift the shock assembly using the jack until the hole in the lower shock eye lines up with that in the lower control arm.

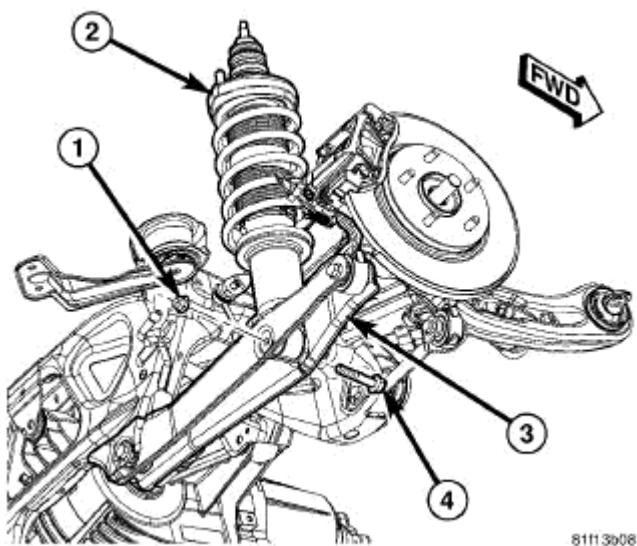


Fig. 95: Shock Assembly
Courtesy of CHRYSLER LLC

3. Install the mounting bolt (4) and nut (1) fastening the shock assembly (2) to the lower control arm (3). Do not tighten at this time.

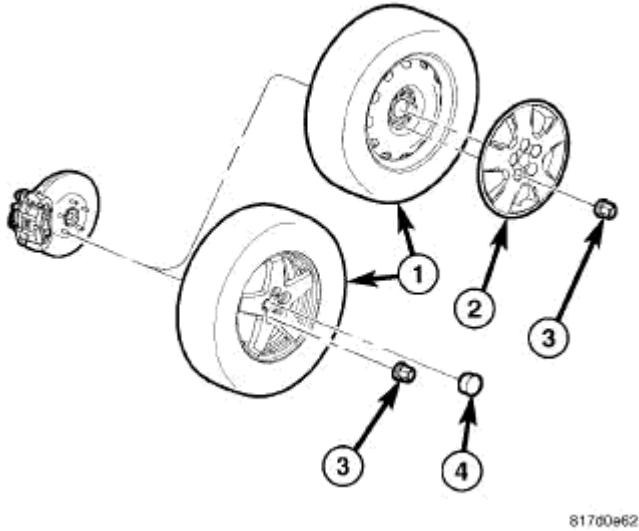


Fig. 96: TIRE AND WHEEL MOUNTING
Courtesy of CHRYSLER LLC

4. Install the tire and wheel assembly (1). Refer to **Tires and Wheels - Installation** . Install and tighten wheel mounting nuts (3) to 135 N.m (100 ft. lbs.).
5. Lower the vehicle.

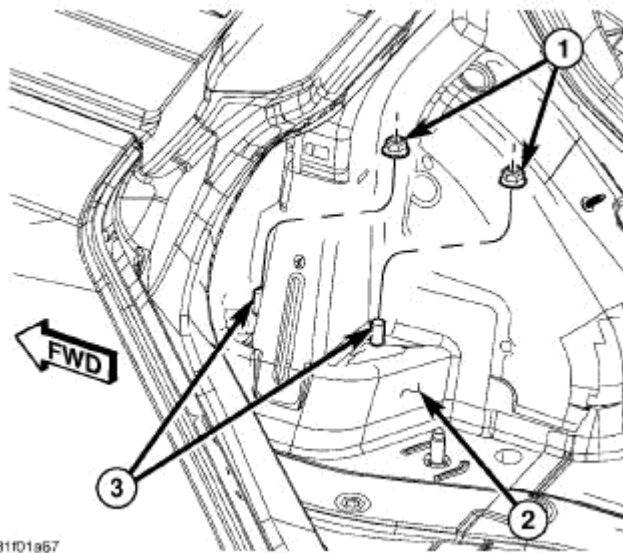


Fig. 97: Upper Shock Mounting
Courtesy of CHRYSLER LLC

6. Install the two nuts (1) on the studs (3) securing the shock assembly to the body bracket (2). Tighten the mounting nuts to 55 N.m (41 ft. lbs.).
7. Remove four nuts, remove load floor.
8. Fold the access panel back into place.
9. Install the load floor.

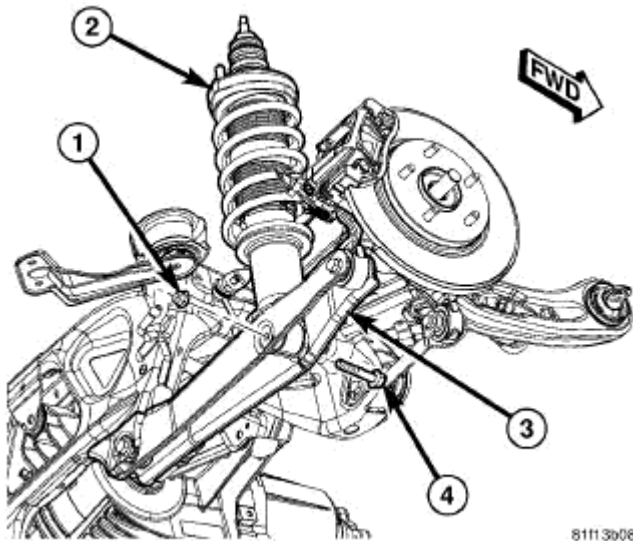


Fig. 98: Shock Assembly
Courtesy of CHRYSLER LLC

10. Position the vehicle on an alignment rack/drive-on lift. Raise the lift as necessary to access the shock mounting bolt and nut.
11. Tighten the shock assembly lower mounting bolt nut (1) to 99 N.m (73 ft. lbs.).

STABILIZER BAR, REAR SUSPENSION

REMOVAL

REMOVAL

NOTE: Before proceeding. See Warning .

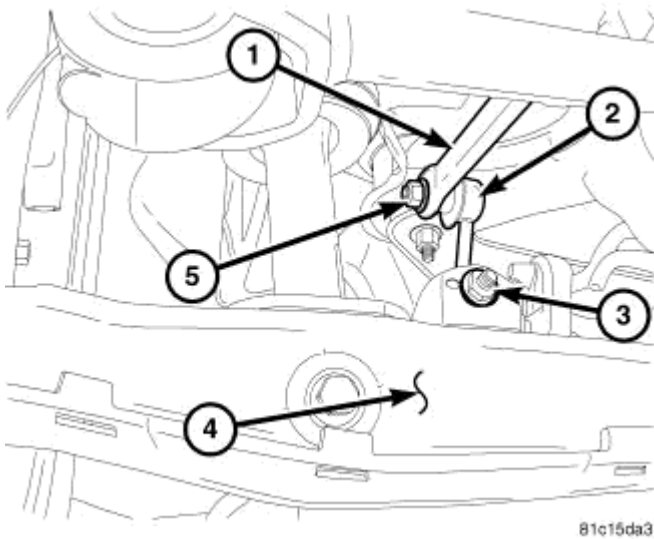


Fig. 99: Removing/Installing Stabilizer Link
Courtesy of CHRYSLER LLC

1. Raise and support the vehicle. Refer to **Vehicle Quick Reference/Hoisting - Standard Procedure**.
2. On each side of the vehicle, while holding the stabilizer bar link upper stud stationary, remove the nut (5) securing the link (2) to the stabilizer bar (1).
3. If equipped with all-wheel-drive, remove the rear driveline module.

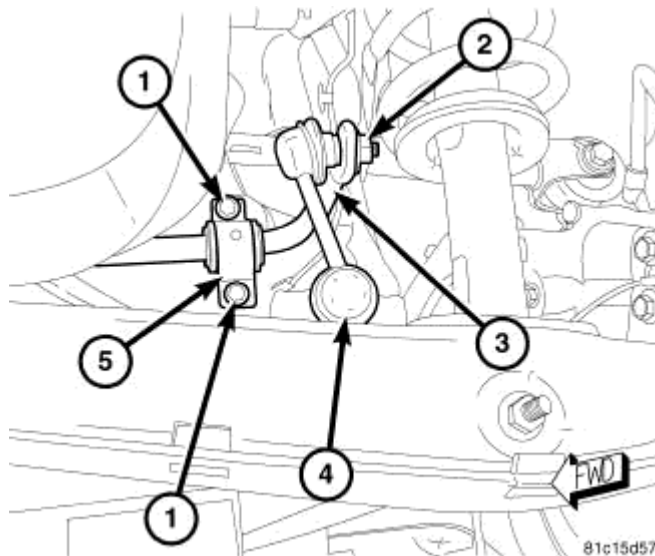


Fig. 100: Rear Stabilizer Bar Retainer
Courtesy of CHRYSLER LLC

4. On each side of the vehicle, remove the screws (1) securing the stabilizer bar retainer (5) to the crossmember.
5. Remove the two stabilizer bar retainers.
6. Remove the stabilizer bar (3) from the vehicle.

7. If required, remove the two cushions (bushings) from the stabilizer bar utilizing the slit cut into the cushions.

INSTALLATION

INSTALLATION

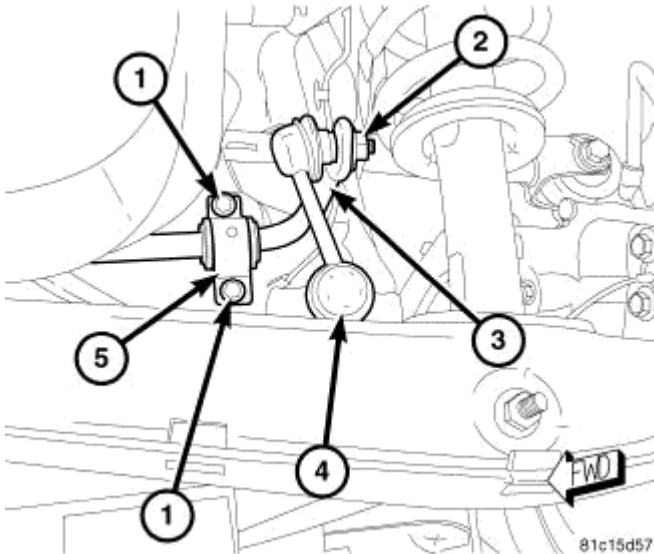


Fig. 101: Rear Stabilizer Bar Retainer
Courtesy of CHRYSLER LLC

1. If required, install the two cushions (bushings) on the stabilizer bar (one on each side) utilizing the slit cut into the cushions.

NOTE: When installing the stabilizer bar on a vehicle with all-wheel-drive, position the bar so that the bar loops over the axle half shafts once installed, not under the axle half shafts.

2. Position the stabilizer bar (3) on the rear crossmember.

CAUTION: Before installing the screws in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.

3. Install the two retainers (right side shown in illustration) over the cushions at the mounting holes and install the retainer screws (1). Do not tighten the screws at this time.
4. If equipped with all-wheel-drive, install the rear driveline module. Refer to **Differential and Driveline/Rear Driveline Module - Installation**

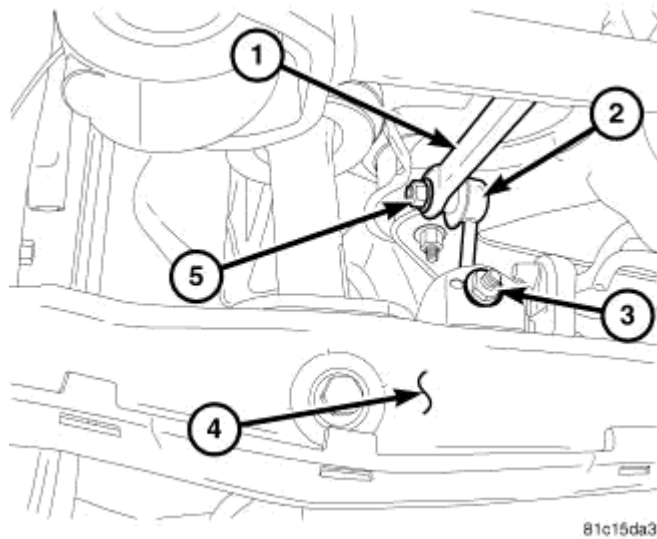


Fig. 102: Removing/Installing Stabilizer Link
Courtesy of CHRYSLER LLC

CAUTION: Before installing the nut in the following step, it is especially important to clean the threads and apply Mopar® Lock AND Seal Adhesive or equivalent.

5. On each side of the vehicle, install the stabilizer link (2) upper stud in the end of the stabilizer bar (1). Install the nut (5) on the upper stud and while holding the stabilizer link stud stationary, tighten the nut to 48 N.m (35 ft. lbs.).

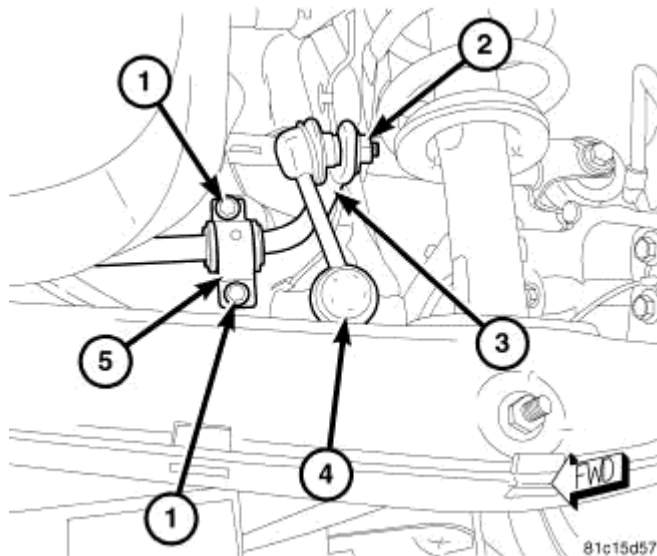


Fig. 103: Rear Stabilizer Bar Retainer
Courtesy of CHRYSLER LLC

6. On each side of the vehicle, tighten the stabilizer bar retainer screws (1) to 25 N.m (18 ft. lbs.).

2009 Dodge Journey R/T
2009 SUSPENSION Rear Suspension - Journey

7. Lower the vehicle.