



00 Chrysler Voyager/Grand Voyager • 95-00 Chrysler Town & Country



These complete strut assemblies have been designed and extensively tested to provide the same ride quality and height as the O.E.M. system. Please note that the car will sit approximately 1/2" - 3/4" immediately following installation. This is normal and the car will settle into its O.E.M. ride height as the coil spring adjusts to the weight of the vehicle. This settle period is approximately 500 miles.



These instructions are not meant to replace a certified mechanic. Please use these instructions as a reference tool only. If you are uncomfortable with any step within these instructions please consult an A.S.E. certified mechanic.

General Precautions

When servicing any vehicle be sure to follow all safety procedures.

First, make sure that when lifting the vehicle that you are using the appropriate jack for the weight of the vehicle.

Make sure before going underneath any vehicle that it is properly supported with sturdy jack stands and on level ground so that the vehicle doesn't fall or slide off of the jack and onto you.

As with any automotive repair, make sure you have the appropriate tools to do the job so you don't damage any parts on the vehicle. There is a list of tools needed included in these instructions.

Safety glasses and mechanic gloves should also be worn for your protection.

Be sure to follow the instructions in the order that they are given. The instructions are in a certain order for a reason and improper installation could lead to damage to your vehicle or the parts. Keep in mind that if you damage the parts during installation you will be responsible for the replacement parts.

Minimum Tools Needed For This Installation



Hand Tools (Sockets/Wrenches)



Jack and Jackstands

Product Photos



! WARNING

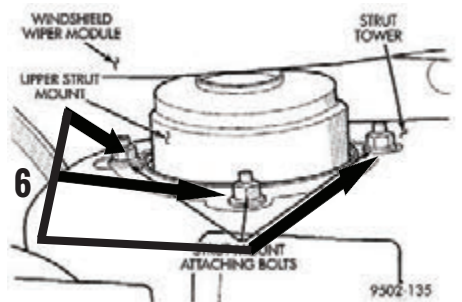
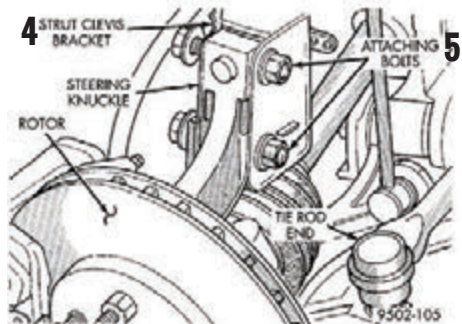
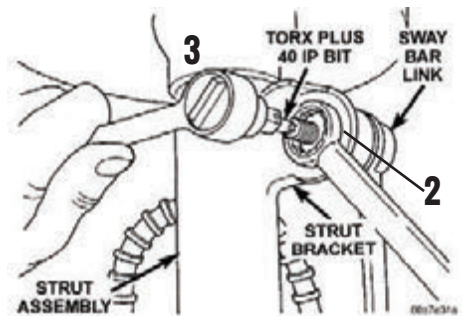
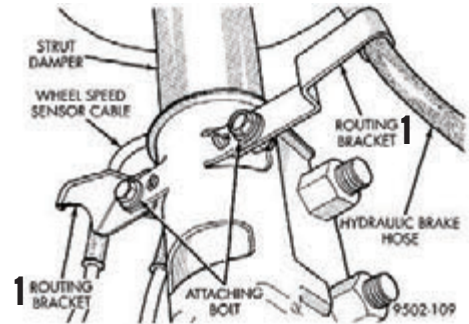
Vehicle is equipped with a gas-pressurized front shock absorber which will extend unassisted. Do not apply heat or flame to the front shock absorber during removal. Failure to follow these instructions may result in personal injury.

CAUTION

Do not use a suspension style lift nor use a floor jack on any suspension parts. Failure to follow these instructions will result in the inability to remove and install the complete strut assemblies. Use a jack point or the pinch weld to lift the car.

1. Removal

1. Loosen lug nuts on front wheels
2. Raise vehicle and support with suitable jack stands
3. Remove wheels
5. Remove the hydraulic brake hose routing bracket and the speed sensor cable routing bracket from the strut damper brackets (#1)
6. Remove the stabilizer bar attaching link from the bracket on the strut assembly. (#2)



! When removing nut from stud of stabilizer bar attaching link do not allow stud to rotate. Hold stud from rotating by inserting a Torx Plus 40IP bit in the end of the stud. (#3)

7. Remove lower strut mounting bolts (#4)

! The lower strut assembly attaching bolts (#5) are serrated and must not be turned during removal. Remove nuts while holding bolts stationary in the steering knuckles

8. Remove upper strut mounting nuts (#6)
9. **Remove strut assembly from vehicle**

Installation is the reverse of removal.

! Care should be taken while installing the new complete strut assembly not to chip or scratch the strut assembly coil spring. Damage to the coating may cause premature failure

Due to an unusual amount of complaints of noise from this unit, we have identified multiple Technical Service Bulletins from the manufacturer that deal with suspension noise. We have provided you with these bulletins so you may familiarize yourself with common problems and causes of noise from suspension related noise.

NUMBER: 02-004-01

GROUP: Suspension

DATE: July 6, 2001

SUBJECT:

Knock/Squawk Sound From Front Suspension

OVERVIEW:

This bulletin involves installing new front sway bar link assemblies.

MODELS:

1996 - 2000 (NS) Town & Country/Caravan/Voyager

1996 - 2000 (GS) Chrysler Voyager (International Markets)

2001 (RS) Town & Country/Caravan/Voyager

2001 (RG) Chrysler Voyager (International Markets)

SYMPTOM/CONDITION:

1. A squawk/creak/groan sound is heard when turning the steering wheel at a stop or during a low speed turn such as a parking lot maneuver.
2. A knocking/clunking sound is heard from the front suspension while driving over rough/bumpy roads.

DIAGNOSIS:

1. With a helper in the vehicle, apply the parking brake, start the engine and turn the steering wheel in both directions. Reach between the top of the front tire and the wheel well lip and grasp the sway bar link. Listen or feel for the condition described above while the wheel is being turned. If the condition is present, perform the Repair Procedure.
2. Drive the vehicle over rough/bumpy roads to verify condition. Raise the vehicle on an appropriate hoist and perform a visual inspection of the front suspension. Repair or replace any loose, damaged or worn components and test drive vehicle. If the condition is still present, perform the Repair Procedure.

Qty.	Part No.	Description
2	04743454AA	Link, Sway Bar

PARTS REQUIRED:

REPAIR PROCEDURE:

1. Raise the vehicle on a frame contact hoist.
2. Remove both front wheels.

3. Remove the upper and lower sway bar link nuts and remove the sway bar link.

CAUTION:

WHEN INSTALLING THE NUTS TO THE STUDS OF THE SWAY BAR LINKS, DO NOT ALLOW THE STUD TO ROTATE IN ITS SOCKET. HOLD THE STUD FROM ROTATING BY INSERTING A # 40 TORX BIT INTO THE END OF THE STUD.

4. Install the new sway bar link. Install the sway bar link nuts and torque to 88 N.m (65 ft. lbs.).

5. Perform steps 3 and 4 for the other sway bar link.

6. Install both front wheels, use a criss-cross pattern to tighten the lug nuts to 70 N.m (50 ft. lbs.) and then use a criss-cross pattern again to tighten to a final torque of 135 N.m (100 ft. lbs.).

7. Lower vehicle.

POLICY:

Reimbursable within the provisions of the warranty.

Labor Operation No:	02-20-10-90	0.8 Hrs.
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TIME ALLOWANCE:

P8	New Part
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FAILURE CODE:

NUMBER:

02-03-00

GROUP:

Front Suspension

DATE:

Feb.25, 2000

MODELS:

1999 - 2000 (NS) Town & Country/Caravan/Voyager

1999 - 2000 (GS) Chrysler Voyager (International Market)

SUBJECT:

knock/Clunk Sound From Front Strut Area

OVERVIEW:

This bulletin involves installing revised front sway bar link retaining nut/washer assemblies.

SYMPTOM/CONDITION:

A knocking/clunking sound coming from the front sway bar link is heard inside and outside the vehicle when driving over rough roads.

DIAGNOSIS:

Grasp and attempt to shake each front sway bar link. If either sway bar link feels loose check the upper attachments at the strut to determine if either washer is missing. If both upper washers are present, raise the vehicle to check the presence of both lower washers at the sway bar attachment. If any of the four washers are missing, perform the following Repair Procedure to replace all four nut & washer assemblies.

PARTS REQUIRED:

4 06505291AA Assembly, Nut/Washer

REPAIR PROCEDURE:

1. Raise the vehicle on a frame contact hoist. See Hoisting in the Lubrication and Maintenance section of the appropriate service manual if you are unfamiliar with the procedure.
2. Remove both front wheels.

CAUTION:

WHEN REMOVING THE NUTS FROM THE STUDS OF THE STABILIZER LINKS, DO NOT ALLOW THE STUD TO ROTATE IN ITS SOCKET. HOLD THE STUD FROM ROTATING BY INSERTING A TORX PLUS 40 IP BIT IN THE END OF THE STUD. USE OF A NON-PLUS IP BIT MAY RESULT IN ROUNDING OUT THE END OF THE STUD.

3. Remove each stabilizer link retaining nut/washer while holding the stabilizer link stud with a Torx Plus 40 IP bit, do not allow the stud to rotate in its socket.
4. Install revised nut/washer, p/n 06505291AA and tighten to 88 Nm (65 ft. lbs.).
5. Repeat steps 3 and 4 for the other three nut/washers.
6. Install both front wheels, use a criss-cross pattern to tighten the lug nuts to 70 Nm (50 ft. lbs.) and then use a criss-

cross pattern again to tighten to a final torque of 135 Nm (100 ft. lbs.)

7. Lower the vehicle.

POLICY: Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No: 02-20-10-96 0.7 Hrs.

FAILURE CODE: P8- New Part