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**Size:** 4729 KB

**Type:** PDF, ePub, eBook

**Category:** Book

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### Book Descriptions:

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## Book Descriptions:

# Craftsman Motorcycle Jack Manual 50190

Please try again. Please try again. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Page 1 of 1 Start over Page 1 of 1 In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Please try your search again later. Motorcycle, ATV Jack has 3 secure locking positions with tie down straps. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. Christopher Caison 5.0 out of 5 stars There lower cost Jacks on the market harbor freight has an affordable one. But Im happy with this model. My bike is lowered and it gets low enough to get under my bike But after using it a couple times I feel very comfortable with it. Very stable. Good quality construction. Allows me to safely and easily snug the bike up against the wall and out of the way. Great support and very stable. I like the locking feature for height and quick remove handle for storage. Seems to be good construction. I originally had purchased the aluminum Craftsman model, but that had a square lifting saddle that hits the kickstand which doesn't allow the proper jack position. When my bike was on the aluminum stand it felt like it was on a teeter totter. Not good. I exchanged the aluminum version which cost twice as much for the all steel jack. This jack is rock solid. It has 3 different locking heights. After reaching the needed locking height, tap the release pedal to relieve the pressure off the jack piston. It was easy to use as a dolly to get as close as possible to the wall in the garage. It has two locking screws that you can screw down to adjust for an uneven floor or to lock the jack in place. [http://www.vinaconexmec.vn/uploads/news\\_file/hotpoint-aquarius-wf321-washing-machine-instruction-manual.xml](http://www.vinaconexmec.vn/uploads/news_file/hotpoint-aquarius-wf321-washing-machine-instruction-manual.xml)

- **craftsman motorcycle jack 50190 manual, craftsman motorcycle jack manual 50190, craftsman 50190 motorcycle atv jack manual.**

It comes with two tie down straps to make sure nothing tips over. I have a Harley Roadster which sits up about an inch higher than other Sportsters. You could have a problem fitting this under your bike, but it works great with mine. Ace is a Craftsman authorized distributor and I took a shot and called. I recommend highly. This is a very old thread, but I bought the above model Craftaman 50191 jack used today and it didn't come with the manual. If you're serious about the vehicles you own, add this powerful Motorcycle Jack to your shop and keep your machines running their best. CRAFTSMAN 875.50190 Manual Online Maintenance. By Art Friedman February 24, 2009 The lack of a centerstand makes many routine maintenance chores very difficult on a cruiser. Otherwise simple tasks like wheel cleaning can become major chores. That's why many owners purchase lifts, which are basically support structures raised by hydraulic jacks that lift both wheels off the floor. But lifts have traditionally been expensive. Ordering from the website allows you to have it shipped or pick it up at a Sears store. The Motorcycle Jack requires a small amount of clearly explained assembly, requiring less than 10 minutes and a 14mm wrench. Once assembled, the 90 pound Jack wheels around on four casters, steered by the Thandle that extends up from the Jack. To lift a bike without any adjustments, the bike must have a more or less flat area under the engine. A pipe that passes under the engine or other projection that keeps the bike from resting flat on the two rubberpadded 2.7 by 13.0 inch rails set 8.3 inches apart will require the addition of blocks or shims. Some Harley Dynas or other bikes with stands that get in the way may not lift without some adjustment. However, all the cruisers we tried it under rested steadily with the frame rails resting

on the rubber pads. The above dimensions should permit you to determine if your bike will fit. Jacking a bike requires a flat, solid floor or driveway. Roll the

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1 inch high Jack under the bike from the right using the large handle. Once positioned under solid support points, raise the Jack's support platform using the foot pedal, while steadying the bike by holding the handlebar. As the platform rises, a ratcheting safety catch offers positive stops at 11.8, 14.5 and 16.5 inches off the floor. That's about average for maximum lift height among the lifts we have tried, some of which go as high as 21.8 inches, and plenty for most chores, including wheel removal from virtually all rear fenders. The Jack's rails may block access to the drain plug on some bikes, however. If the hydraulics fail, the safety catch keeps the bike from dropping. If you are going to remove a wheel, which might unbalance the bike, or perform some vigorous wrenching, use the two included ratcheting tiedown straps to secure the bike to the jack. Some bikes barely balance on the jack and tying them down before lifting is a good idea too. If you don't want the jack to roll around, there are screwtype brakes to lock it in place, or you can move the Jack around with the bike aboard. Maximum capacity is rated at 1500 pounds, 100 pounds more than the max rated lift we have tried previously. To lower the Jack, pump the lift pedal once or twice to disengage the safety catch, then press the release pedal, which gently drops the bike back to the floor. You can now get a real, nicely made hydraulic lift for a bit more than you'd pay for a simple shortlift simple leveragetype stand. It carries a one year warranty. To find more evaluations and comparisons of motorcycle gear and accessories, see the Accessories and Gear section of MotorcycleCruiser.com.

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Here is a guide to choosing the best motorcycle lift for you. It has a premium T handle with a secure grip which is very useful for moving it around and positioning it but you can remove it when it is no longer needed. You operate it using a foot activated pump powered by hydraulics so you have both of your hands free to stabilize the bike during the lift. On the top surface of the lift, there are thick rubber pads with deep grooves for maximum grip. These are essential to stop the lift damaging

delicate paintwork on your motorbike. When you are not using it, it folds up to just 4 inches. With a maximum weight capacity of 1100 pounds, it is not suitable for ATVs and trikes. It has a centerlift design so you will be able to access most parts of your bike for maintenance purposes. The platform is covered in rubber padding which provides both stability and protection for paintwork. There is an optional dolly tray which slides under the jack but this is sold separately. It folds down to just over 3 inches in height. It can lift and support vehicles up to a massive 4000 pounds and can lift unibody and body-on-frame vehicles safely. It can be used to lift motorcycles, ATVs, cars and even some trucks. It has a design that accommodates a lift saddle and lifts rails which are padded so it can cope with many vehicle types and will not damage paintwork. Once it is in the desired position, you can lock it so you do not have to use additional jack stands. The wide base is flat to give additional stability and to prevent it from sinking on soft surfaces. It has a limited lift capacity of 1,000 pounds and therefore cannot be used for dirt bikes, ATVs, utility task vehicles UTVs or snowmobiles. It has a scissor jack design and is made from durable heavy-duty steel which is easy to clean and is oil-resistant. The jack is lifting by applying the supplied steel sleeve and should not be operated using an impact wrench. The lift range is 3 inches.

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It has a maximum weight capacity of 1,100 pounds and so it can be used for most motorcycles and some ATVs. It can be used in a garage or at the track and is suitable for trikes, cruisers and Can Am Spyders. The lifting height can be set at anything from 3.75 inches to 13.25 inches giving plenty of flexibility for various maintenance jobs. When it folds away it is less than four inches high. Instead of a lifting platform, it has two 17 inch long skids which are each around 3 inches wide and have a grooved surface to prevent slipping. The release pedal is foot operated so that you can steady the bike with both hands. It comes with two locking rear casters and an automatic safety lock. It is also supplied with two ratcheting straps for added safety. It's made from durable steel and has a black powdercoat finish. The lifting platform is 17 inches. The standard operating height is anything from 3 inches. A jack foot is welded to each side to increase stability. It has a maximum weight capacity of 1,100 pounds so it would not be able to cope with larger and heavier ATVs but should be capable of lifting cruisers, trikes and Can Am Spyders as long as you check the weights. It comes with two variable adapters which can be moved into different positions on the lifting platform and fixed in place with a screw nut. The adapters are rubber coated to prevent damage. The maximum working height is 17 inches 19 with the adapters and the minimum is 3.5 inches. It is operated using a simple crank jack and there is a safety pin to lock it into one of six locking positions to guard against the bike dropping accidentally. There is a rubber coating on the saddles to prevent damage to delicate paintwork. It comes with a detachable handle. The two lifting platforms are coated with a textured rubber material to prevent slippages and to protect paintwork. Here are some of the main things that you should consider. Lifts can be either air, hydraulic or mechanical.

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Air and hydraulic lifts are more expensive and require less effort as they are usually operated via a foot paddle. It is important that the material is resistant to oil and other materials associated with motorcycle maintenance. Aluminum lifts are available but they are weaker. Choose a lift that has a lift capacity of one and a half times the wet weight of your bike. This is the weight with oil and petrol etc. The specifications of a motorcycle lift for sale should give its lifting height. An adjustable height is useful because you will need different heights for different tasks. You need the height to be comfortable so that you can reach the various parts of the bike and your tools. Most lifts have a maximum range of 15 to 18 inches. This can sometimes be extended with removable adapters. Lifts should come with safety features that will help to prevent injuries. A locking mechanism is essential to make sure that the lift cannot drop down onto you when you are working on the bike. A rubber coating on the lifting platform is also important as it will stop the bike from slipping. It will also

protect your paintwork from damage. Some lifts come with straps that can be used to stabilize the bike during the lift. A bulky lift will take up a lot of space in your garage or workshop so many of them are designed to fold away flat for easy storage. The best motorcycle lift for home use folds down to little more than four inches in depth. More and more motorcyclists are choosing to maintain their own bikes. They like to combine riding the bike with understanding how it works and repairing it themselves. Kneeling or lying on a cold, wet floor is not very convenient either. The motorcycle lift places the bike in a position where it is easy for you to get at its components. Here are the main categories. The air pump is worked by a footoperated pedal so both hands are free to steady the bike. No physical effort is required.

A foot operated valve controls the air cylinder to raise or lower the lifting platform which is then locked into place. The metal supports of the lift open up as it is raised in a scissorslike action. They are usually combined with a jack stand to keep them stable. Remember that the car jack was simply not designed to lift a bike and the safest way to do it is with a motorcycle lift. When using a car jack, you will have to get down on the ground to find a flat surface under the engine to lift on. You may need wooden blocks, another person to help you and ratcheting tiedown straps to fix the bike safely to the jack. The lifting surface will not be the correct size and jack stands will also be needed to keep the bike in place. The best option is always to invest in a special motorbike lift. To make sure that the lift stays up when you are using it, you need one with a capacity that is one and a half times the "wet" weight of your bike. This is the weight of the bike with fluids like oil and fuel in it. Therefore, if you have a bike with a dry weight of 800 pounds it's wet weight will be around 850 pounds and the capacity of the lift will have to be at least 1,300 pounds. Then locate the lift points. Any bodywork that could get in the way of the lift needs to be removed. Make sure that there are no wires or lines that could get pinched in the lift. If the bike has no lower frame rails it can take a while to get the best lift position. Check that it is secure before you start work. It prevents the person working on the motorcycle from having to lie on the ground or bend over. They use compressed air, hydraulics or a mechanical method to move the bike. They have a different design and weight capability to car jacks. Most lifts have basic elements which are a wheelbase, a lifting platform, and an adjustment system. It is either small enough to be placed there by hand or can be moved there on wheels.

Once the bike is in position, a lifting mechanism is engaged to lift the whole bike including both wheels. This could be a mechanical lift using a handle which you operate with your hand or with your feet. It could also be a compressed air or hydraulic system. There are usually rubber pads on the platform to prevent your bike slipping whilst you are working on it. When you have finished, the bike is lowered to the ground. Not all motorcycle lifts will work with all bikes. The best motorcycle lift for Harley bikes would be different to the best lift for other makes. The specification for the lift will indicate which types of bikes it can be used on. Weight is an important consideration. It is dangerous to use a lift on a bike that is beyond its maximum weight capacity. Many ATVs are much heavier than bikes. It is important that you consult the manufacturer's handbook that came with your ATV to get an accurate figure for its weight. Remember that if you have modified it in any way it may be heavier. There is a removable T-handle so that you can move it around easily and it is operated using a footactivated pump. When not in use, it folds away to just 4". Sears apparently doesn't have the bottle jack as a replacement part that's what they told me over the phone anyway. Thanks Do you know if the harbor freight hydraulic jacks will work. From the pics, they do not appear to have the mounting holes. Or perhaps I'm overlooking something not the first time. They're pretty simple. If it seems limp and won't go up maybe it needs oil. Don't even. Look for a rubber plug on the side, pry it out and add oil. If it bleeds down try tightening the valve a bit more or jack it up, open the valve wide and stand on it when it goes down to maybe flush out some crud in the valve. If the above is all nonsense to you get a buddy who knows a bit about em to look at it. If it leaks from the pump shaft a few orings can fix it. Or just buy one that fits and drill some holes in the base. No lift!!!!

The oil level is fine. Do you think we need a separate posting for recommended jack oil. Hell, just got up enough motivation to remove the wheel and now Im messing around with the freakin jack. Kinda reluctant to get into tearing that thing apart. From looking at various internet post their are a number of folks POd at Sears for not selling a replacement jack for thier lift. Sears has an SOL attituded I think. May be less hassle to just buy another entire lift. from someplace other than Sears No lift!!!! The oil level is fine. From looking at various internet post their are a number of folks POD at Sears for not selling a replacement jack for their lift. Sears has an SOL attitudes I think. May be less hassle to just buy another entire lift. from someplace other than Sears I doubt like 7734 if there is anything wrong with your lift. Sears lift has a pretty worthless bottle jack on their unit. Take the old bottle jack off, go to Harbor Freight, walk in the door and tell em you are looking for a bottle jack like this. They will be all over ya like stink on a black and white kitty. If ya have to drill holes, do so, you cant hurt the jack any. If you want to see if it will lift the jack before ya drill holes, lay it in place and jack away. You might have to open and close the valve knob by hand. Quick question, are you sure the handle is closing that valve on your current jack. It wouldnt be the 1st time I saw one that was out of alignment. Will check it out tomorrow. thanks!! Will check it out tomorrow. If youre like most men youd better leave the women and children at home because youll want to wander the isles for a lot longer than most family members will tolerate. Fun place; oooooohhhh.... tools. The red handle is the thin, red, upside down Ushaped thing, not the handle to push it around with. Pull it back before trying to let it down. You might need to pump up once before you can pull the red handle back. Actually its a nice feature.

Certain page elements may have been deliberately hidden. Scan the QR code on the right to jump to the URL this document was printed from. The jack has a 1500pound capacity and swivel casters to get the jack in the proper position to raise vehicles from the floor. There are two straps to wrap around the vehicle frame for stability. The jack itself weighs 42 pounds. Capacity ATV Motorcycle Lift Hydraulic Low Profile Swivel Jack Pump 7 1500 lb. In the end, though, the Craftsman Pro was my choice and I was not disappointed. The quality of the construction is exceptional. It lifts my HD XL1200R with stability and ease. I use it at the highest level, and it is rock solid. Being able to lift my bike makes all tasks so much easier whether its a service or just detailing it you can get to every part of the bike without breaking your back. It is also great for moving the bike around the chassis is so strong it does not sag and catch the floor like some of the cheaper lifts, and the casters are large enough to move smoothly over an uneven garage floor. It is well designed and can be stored upright so it doesnt hog your garage space. Best of all is the Craftsman Pro quality it really cannot be beaten and at the price I paid here, it is outstanding value for money. It has a lock that keeps the jack from lowering incase of loss of hydraulic pressure. I feel safer under my mower with this jack. What I received was a solid jack. The metal is thick and all the parts are either nicely painted or chromed. It rolls really smooth and is very maneuverable so easy to get under and out from under places. The platform easily jacks up and releases down and the autolocking detent that resets at different heights as you jack up is a nice feature preventing the jack from inadvertently lowering all the way. Just toggle this lever our of the way when the intent is to lower all the way and no interference when you do lower.

Appreciated the two straps that came with the jack to strap down the load. Quality straps and easy to use like standard tie down straps. As a first time motorcycle jack owner, I took the time to read the manual and would recommend the same to old or new just so you understand the features. High quality and light weight. The item arrived in a factory box taped up with non factory tape. The handle retaining pin is missing and the height lock release handle is not attached and the bolt is missing to attach it. Verisign. Login to post Kia Rio Lift And Support Points Can you tell me how to take the old part out or send a diagram Thanks, Sherry Lift up the Lift arm MP to release it from the Pin of the MP roller holder ASSY. 8 Slide the MP roller holder ASSY to the direction of the arrow 8a and put it up to remove. Fig. 377 9 Turn the back side of the Separation pad ASSY MP to the

direction of the arrow 9a and put it up to remove. Fig. 378 Separation pad ASSY MP MP roller holder ASSY Pin MP feed frame Lift arm MP 7 8a 8b MP feed frame MP frame 9b 9a 1 Put the Hook of the Separation pad ASSY MP into the MP feed frame and pull down the Separation pad ASSY MP to the direction of the arrow 1b until it is locked. Fig. 379 2 Lift up the Lift arm MP and put the MP roller holder ASSY into the MP feed frame. Put the Pin of the MP roller holder ASSY into the hole of the Lift arm MP. Fig. 380 Separation pad ASSY MP MP roller holder ASSY Pin MP feed frame MP frame MP feed frame Lift arm MP 3 Put the Holder bearing MP into the MP feed frame and turn the Holder bearing MP to the direction of the arrow 3c to lock. 4 Close the MP feed frame cover. I'm happy to assist further over the phone at What needs repairing Here is what to check. The first things before checking anything else make sure your lug nuts are tight and secure. Then check the rest. Breaks, Tie Rods, Ball Joints, Idler Arm, Pitman Arm. Control Arm Shaft, Control Arm Shaft Bushings, And Wheel Bearings.

How to inspect Brakes. On many cars you can inspect the brakes without even removing the wheel. Whether you can peep through your wheel or you have to take the wheel It should be shiny from the inside Dont worry if you can see slight However, if there are any rough spots Brake discs should always be replaced in pairs so that your cars drive ability and safety are not compromised. Now take a look at the pads. Thats about the height of two pennies stacked. Dont worry, brake pads Finally, take a look at your brake lines. Rubber coated lines should be If you see cracks in flexible These can become A centerpost lift is If a hoist is unavailable, then using a Repeat this for the other side. Make note of your findings. 4 Place your hands on the tire at the 3 and 9 oclock positions of the tire and try to shake it firmly back and forth. It could also signal a. Excessive play could indicate a balljoint issue, or control arm bushing wear. 6 If able, grasp and tug in each suspension component, feeling for any looseness or excessive play. Failure to do this will result in premature wear, and you will most likely have to go through this again! Use the jack to lower the car onto the two jack Lift up the caliper and set it on the axle, Put the spring clips back in place Lift up the car Lower the Dodge all the way There are three of them. The plastic cover near the fold out leg can be fully removed by unscrewing the two screws, one exposed by the leg being folded out and the other exposed by the rubber feet being removed. Remove the other two screws from the second plastic cover, do not try to remove this cover. The display metal cover has three small holes along the side. Using a push pin press in each hole releasing the well designed integral spring latch at each location. You may hear them click as they release. Small rubber pads inside the assembly help separate the covers as they are unlatched.

The display cover with display will lift straight up off the latches but just enough to be able to hinge it on the flex connection to one side. You will have to rest it against something as you repair any broken solder connections of the audio jack. When closing up the Archos case do everything in reverse order from the above explanation. A helpful hint is to lay the Archos on a flat surface and slowly guide the display cover onto the latches so they just slip evenly inside, watching to insure the connector baffle and power button also slip inside the cover. When everything looks evenly engaged you can press the cover compressing the rubber pads and latching the metal covers together. If the propeller shafts are to be removed, reference must be made to the relevant operation. To avoid damage occurring to the under body components of the vehicle the following jacking procedures must be adhered to. In this case, a block of hardwood or a rubber block should be positioned on the jack lifting cup to protect sump. DO NOT use the jack for any other purpose. Refer to Owners Handbook for vehicle jack location points and procedure. Never work under a vehicle supported solely by the vehicle jack. Hydraulic jack A hydraulic jack with a minimum 1500 kg, 3,300 lbs load capacity must be used. WARNING Always chock the wheels when jacking. The handbrake may be ineffective when the wheels are off the ground. Raising the front of the vehicle Apply handbrake, select P on automatic gearbox selector and chock rear wheels. Axle stand positions front Raise vehicle to enable axle stands to be positioned under, either, the front subframe, or the recommended



customer jacking points. CAUTION. If the propeller shafts are to be removed, select NEUTRAL in the main gearbox. Carefully lower jack until vehicle sits securely on axle stands. WARNING Before commencing work on underside of vehicle recheck security of vehicle on stands. Reverse procedure when removing vehicle from stands.

Raising the rear of the vehicle Select P on automatic gearbox selector and chock front wheels. WARNING Axle stand positions rear Raise rear of vehicle to enable axle stands to be positioned under the rear subframe. Alternatively, the axle stands may be positioned under, either, the recommended customer jacking points or the front mounting points of the rear subframe. CAUTION. If any damage occurs to the washers on the front mounting points of the rear subframe, then the washers must be replaced. Wheelfree lift The following warning must be read before attempting to lift the vehicle. WARNING If the propeller shafts are to be removed, select NEUTRAL in the main gearbox. If the propeller shafts are to be removed, select NEUTRAL in the main gearbox. With the tires on the ground. Look at the lower control arms with a rubber bushing on the end. You will see a bolt hole in the middle of the bushing. Put the bolt in from the bottom and screw it in. This will help keep it compressed. After that jack the car and remove the tire. Then remove the two bolts up top, then the one on the bottom. Then remove the one on the strut. And install in the reverse order. Will be a good idea to replace the upper strut plate while your in there. Dont forget to remove the retainer bolt when your tire and the car is down. Let me know if any other help is needed. I own the same car just a year younger. Remove the shock, undo the bolts at the frame and lower the jack until the spring can be removed. Also what is a AR. The A arms or the lower control arms are the arms that the lower ball joints are mounted in. If you were to jack it up just inside the wheel you would be lifting it by the control arm. You should not need to replace this unless it was damaged you probably need the the bushings. Usually just the horizontal bushing the one in the front. It looks like a hockey puck It has a metal sleeve around it that the rubber seperates from.

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