



This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

This adjustable control arm kit is designed to replace the rear lower control arm. A new offset toe arm bushing is included with this kit. Toe bushing installation is not required if desired rear camber and toe can be achieved with the stock toe adjuster. A complete bolt-in rear toe adjusting arm, #67655 is available for easier toe adjustment if desired.

Check out how to install this part at: <http://spc-tv.com>



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Control Arm Installation:

1. Always check for loose or worn parts, tire pressure and tire wear.
2. Raise vehicle by body so the rear suspension hangs free. Remove tire and wheel assembly
3. Remove tire and wheel assembly
4. Remove all bolts holding stock rear lower control arm to frame, shock, sway bar and knuckle. Remove lower control arm.
5. Install SPC adjustable control arm into vehicle, using supplied cam bolt at outer end of arm. (**Fig. #1**)
6. Loosely install all control arm bolts but do not tighten at this time.
7. Reinstall tire and wheel assembly and lower vehicle.
8. With vehicle at normal ride height, torque inner bolt, strut mounting bolt, and sway bar mount (if equipped) to factory specifications.
9. Adjust camber by turning cam bolt head to achieve desired camber setting. (Toe should also be adjusted at the same time, as the toe link will affect camber on this vehicle.)

Note: If correct toe specification cannot be reached after achieving desired camber, follow instructions below for installation of the toe link bushing.

10. When camber adjustment is complete, tighten cam bolt nut to 55 lb-ft (68Nm) and tighten toe adjuster to factory specification.

Toe Link Bushing Installation:

This bushing is designed to extend the range of the existing toe link.

1. Remove nut from outer end of toe adjuster link
2. Using a tie rod separator (SPC 8370 or 37985) carefully break the taper on the shaft to knuckle connection.
3. Remove inner toe adjuster bolt and nut and remove arm from vehicle.
4. Using **#67647** press tool adapter or equivalent, press out the bushing from the control arm using **#40920** press tool.
5. When more positive camber change (or toe in) is desired, press toe bushing in so the hole is towards the tie rod end (**Fig. #2**). For more negative camber change (or toe out), press in bushing so the hole is away from the tie rod end (**Fig. #3**).
6. Reinstall toe link and adjust camber and toe to desired specifications.
7. Torque all fasteners to factory specs.
8. Recheck alignment readings and road test vehicle.

Figure 1

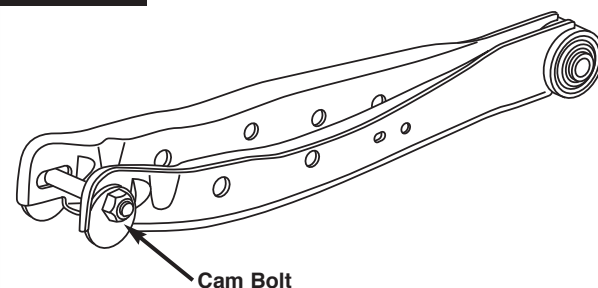


Figure 2

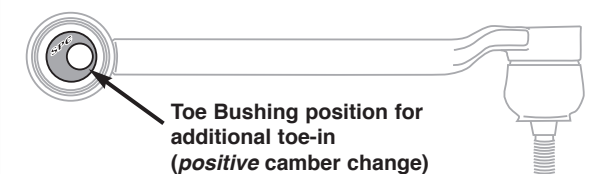
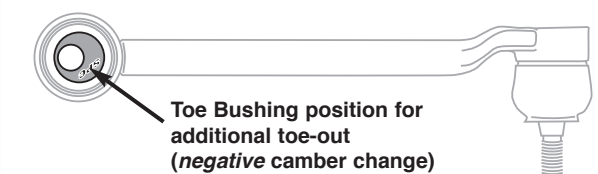


Figure 3



Always check for proper clearance between suspension components and other components of the vehicle.



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