



Upper or Lower Rear Control Arms

Thank you for purchasing this ALTA product for your car! Installation of this product should only be performed by persons experienced with installation of aftermarket performance parts and proper operation of high performance vehicles. If vehicle needs to be raised off the ground for installation, the installer must use proper jacks, jack-stands and/or a professional vehicle hoist for safety of the installer and to protect property. If the vehicle is lifted improperly, serious injury or death may occur! Please read through all instructions before performing any portion of installation.

SUSPENSION INSTALLATION NOTE

Installation of this product is a modification to the vehicle suspension. As a result, the vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state or country. Consult your owner's manual, service manual, instructions accompanying this product, and local laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

GENERAL MODIFICATION NOTE

Modifications to any vehicle can change the handling and performance. As with any vehicle extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive a vehicle safely may result in serious injury or death. Do not drive a vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state or country. Consult the owner's manual, service manual, instructions accompanying these products, and local laws before purchasing and installing these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

SPECIAL NOTES:

- A 4-wheel alignment is necessary after installation of the ALTA rear control arms.
- It is critical that all bolts and nuts are tightened, improper tightening can cause serious injury or death.
- The control arms can either replace the OEM top or bottom control arms. We recommend installing them on the lower first. If installed on the upper control arms, and you have HID headlights, you will need to connect headlight adjusting rod to control arm. This can be secured by using zipties to hold bracket onto arm.

Parts Included with the ALTA control arms:

- (2) Aluminum radius rods
- (2) Right hand threaded rod ends and nuts
- (2) Left hand threaded rod ends and nuts
- (8) Rod end spacers

CONTROL ARM INSTRUCTIONS:

- 1) Raise vehicle onto jack stands or use commercial vehicle hoist. NOTE: NEVER WORK ON A VEHICLE SOLELY SUPPORTED BY A JACK!
- 2) Starting on one side of the vehicle, loosen and remove inner and outer bolts holding control arm to chassis. The inner bolts/nuts, are behind aluminum heat shield. Some bending of heat shield maybe necessary. Remove OEM control arm.
- 3) Adjust control arm to same length as original. Do this as accurate as possible to eliminate unnecessary tire wear while driving to alignment shop.
- 4) Tighten nuts, once arms adjusted to the proper length. Make sure rod ends are facing the same direction before tightening nuts. Tighten nuts to 100ft-lbs
- 5) Install supplied spacers into rod ends. Install control arm into chassis, and use OEM nuts and bolts to secure. Tighten to factory torque specs.
- 6) Repeat steps 2) through 6) on opposite side.
- 7) Double check tightness of all hardware and connections.
- 8) Lower vehicle from jack stands, and test drive. Listen for abnormal noises. If none are found,drive straight to alignment shop. If noises are present recheck that all hardware is tighten down.

