

5 Arm Rear Camber/Setback/Wheelbase Set

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 5 arm set is designed to allow complete adjustment of the entire rear suspension. Accurate measurements should be taken prior to installing this kit.

Before beginning, measure front to rear wheelbase and track width at rear axle. Also recommended is measuring distance from LF to RR and RF to LR. This "X" measurement can help determine problems and allow for accurate placement of the rear wheel (See Figure 1). Measuring vehicle symmetry using modern alignment equipment is highly recommended, but this can be done manually with a tape measure and accurate measuring points.

Always check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise and safely support vehicle by body and remove rear wheel and tire assemblies.
2. Remove and discard bolt holding parking brake cable to lower arm.
3. One at a time, replace each control arm. Remove bolts holding arms in place and remove OE control arms.
 - a. Rear lower arm, toe arm, comes with replacement bolt for OE toe cam bolt.
 - b. Upper center arm, camber arm, has ball joint on outer end.
 - c. Lower front arm has brake cable attaching bracket and one saddle style end.
 - d. Lower center arm is similar to toe arm, without additional bolt.
 - e. Upper rear arm has one saddle style end.
4. Adjust each new arm to approximately same length as stock arm and install into vehicle. Use existing bolts and supplied nuts where necessary. Do not tighten any bolts or nuts at this time.

NOTE: Make sure there are equal threads on both sides of hex adjuster of each control arm before installing.

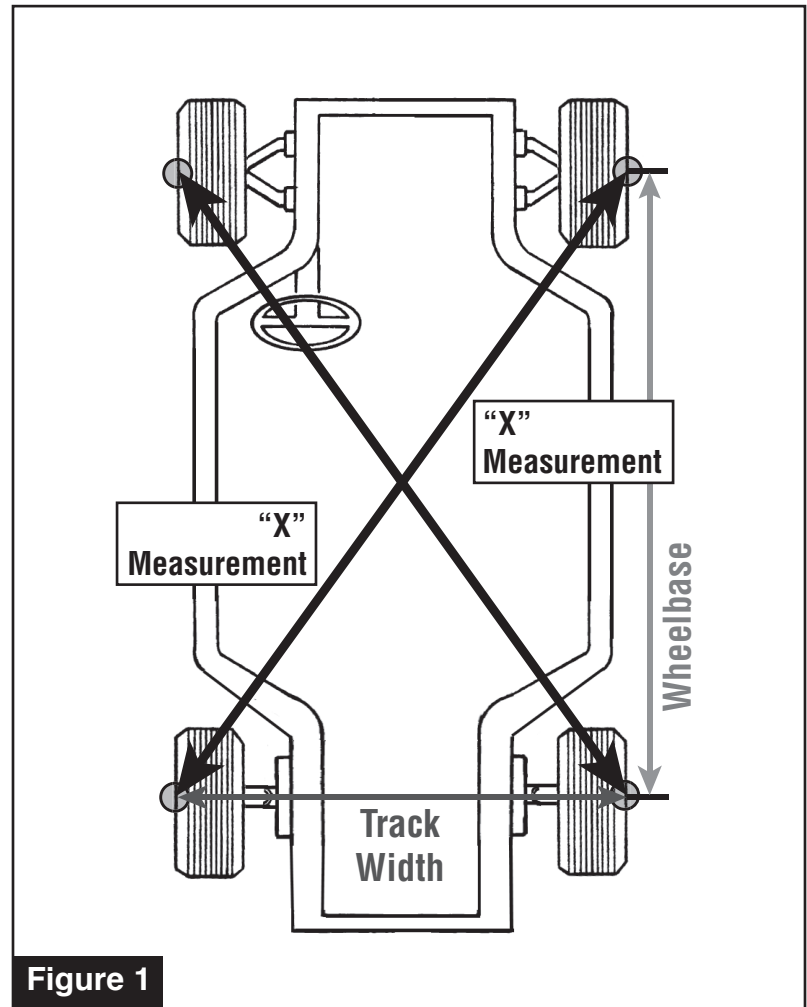
5. Install brake cable on lower arm bracket with supplied bolt and nut.
6. After all arms are installed on each side install wheels and lower vehicle. Now tighten all inboard and outboard nuts to manufacturer's specification.
7. Adjustment of any control arm may affect adjustment of all or some of other control arms. If stock wheel position is desired refer to measurements taken before installation.

- a. Upper center arm is main camber adjustment and lower rear is main toe adjustment.
- b. Lower front and upper rear arms will rotate hub and position wheel forwards or rearwards. Upper and lower center arms will push wheel out or bring it in.

NOTE: Maximum length of arm is reached when flat on one rod is visible at end of hex adjuster. DO NOT lengthen arm beyond this point.

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

8. After adjustment is complete tighten all jam nuts against hex adjusters. Make sure ball joint on upper center arm is level to knuckle.
9. Complete alignment and road test vehicle.



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