

Control arm-adjust toe/camber

Application:

Subaru Legacy (Liberty) BE,BH 98-02

Subaru Legacy (Liberty) BL.BP 03-08

Always refer to current catalogue for complete application listing.

Note: These are "race-style" products designed for off road use only. Reduced bush and suspension compliance and range of available adjustment can dramatically change vehicle behaviour and dynamics.

Contents:

- 2 x complete adjustable lower control arm assemblies
- 2 x complete adjustable track arm assemblies
- 8 x washers
- 1 x grease sachet



Fitting Instructions:

Please read complete fitting instructions and check kit components prior to fitment. These instructions are to be used in conjunction with workshop manual. It is recommended that all work be carried out by a qualified technician.

1. Raise rear of the vehicle, support on safety chassis stands and remove wheels.
2. Mark OEM toe adjustment position.
3. Loosen lower control arm and track arm inner and outer mounting bolts.
4. Remove and replace one arm at a time.

Adjust the length of new arm to be the same as OEM arm;
 lower control arm = 437 mm centre-to-centre
 track arm = 275 mm centre-to-centre

Apply grease to the sides of new polyurethane bushes.

5. Install new control arm to vehicle, with the OEM toe adjustment in the marked position.
 Fit supplied washers in the outside of the bushes on the track arm only, as shown in Fig 1.
 Do NOT TENSION at this point.
6. Refit wheels, and lower vehicle.
7. Tighten adjustment turn-buckle lock nuts.
8. Tighten all mounting hardware to manufacturer's specifications.
9. Road test, and re-check tension on all fittings. Ensure that the arms are correctly aligned so there is no pre-load on the bushes. Failure to do this may result in premature bush wear and failure.

WHITELINE
Flat out

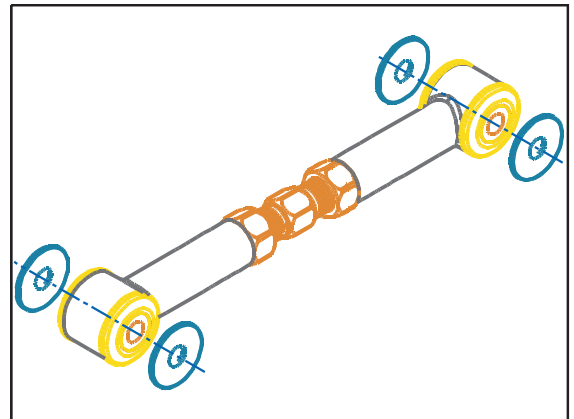


Fig. 1 - Track arm assembly.

Installation is now complete. Check wheel alignment settings and adjust as required.

It is advisable to check settings and tighten all fittings after 100km but no more than 200km.

Note: Adjustment centre turn-buckle threads **MUST** be engaged by at least 20 mm. Do not adjust the length out beyond this point. Failure to maintain adequate thread engagement may result in component failure.

WARNING: Extra care and attention must be taken during adjustment of the control arms. Excessive adjustment may cause differential and drive-train damage and tyre to bodywork interference.

Warning: Please drive carefully while you accustom yourself to the changed vehicle behaviour.