Instruction Sheet

ADJUSTABLE REAR LOWER CONTROL ARMS

N.B: This instruction sheet should be used in conjunction with the workshop manual

Application:
These adjustable control arms are designed to offer +/- 2.5 degrees of camber adjustment.

Important Notes:

- Installation is to be performed in conjunction with a vehicle alignment!
- An aftermarket toe adjustment arm (such as **KTA147**) may be required to get the maximum range of adjustment and the toe setting in spec after changing camber.

Kit Contents

1. 2x Control Arms
2. 4x Bushings
3. 2x Offset Tubes
4. 4x Cam Washers
5. 2x Splined Bolts
6. 2x Keyed Bolts
7. 2x Flange Nuts
8. 4x Lock Nuts
9. 1x Grease Packet

Installation:

1. Lift and support the vehicle, then remove the rear wheels.
2. Remove the lower control arm, lower shock mount, and sway bar link bolts. Disconnect the ride height sensor from the control arm if equipped. (Fig. 1)
3. Install a pair of bushings into the eyelet of the arm. Apply grease to the knurled interior of the bushings, install an offset tube with the bore facing down (in the 6 'o clock position), and grease the exterior face of the bushings.
4. Place the bushed end of the control arm into the sub frame and insert the splined bolt (Bolt can be inserted from front or rear, but inserting through the front is recommended when using in conjunction with **KBR15**/**KBR38** support braces). Bring the head of splined bolt flush with the sub frame/brace by tapping it with a hammer and/or pulling it through with the supplied flange nut. (Fig 2). Remove and discard flange nut after use.

Fig 1

Fig 2

N.B: It is recommended that a licensed workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

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Installation:

5. Screw one of the supplied lock nuts onto the installed spline bolt, but do not tighten. (Fig. 3) Install the lower shock mount and sway bar link nuts and bolts, do not tighten as well.

6. Using a supplied cam washer on either side of the control arm, loosely attach the outer arm to the hub with a keyed bolt and a lock nut.

7. Repeat steps 2 through 6 for remaining arm.

8. Re-fit wheels and lower the vehicle back down to ride height. Tighten the lower shock mount an end link bolts to OE torque spec. Reinstall vehicle ride height sensor if equipped.

9. Start camber adjustment by rotating the outer keyed bolt and cam washer using a wrench on the bolt head (Fig. 4). If there is insufficient camber adjustment from the outer cam, rotate the inner splined bolt and offset tube in the same manner. Rear toe will need to be adjusted

   ***Note**: Driveshaft end float should be checked to prevent any driveline damage.**

10. Once the desired alignment has been achieved, tighten both the inner and outer bolt/nuts to 68 Nm (50 ft-lb).

11. Recheck all fastener torque after initial 100 km of driving.

Fig 3

Fig 4

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