

# 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 **KTA147B**) 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. 2x Bushings
3. 4x Cam Washers
4. 2x Keyed Bolts
5. 2x Lock Nuts

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### Installation:

1. Lift and safely 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. Place the bushed end of the control arm into the sub frame.
4. Using the OE bolt, bolt up this point – no need to tighten yet.



Fig 1

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. Install the lower shock mount and sway bar link nuts and bolts, do not tighten as well.
6. Using the supplied cam washers 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 all points and 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). 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. Re-check all fastener torque after initial 100 km of driving to confirm no settings change



Fig 3



Fig 4

**Page 2 of 2**

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