



Adjustable rear upper control arm installation

VER 2.0

Congrats on purchasing the best in adjustable upper rear control arms! These arms don't restrict travel, won't let the adjustment slip, and allow $8^{\circ}\pm$ of camber. Yes, eight degrees of camber in each direction, or 16° total. No, you'll never be able to use all of it, but it's good to know it's there! **NOTE: Some of the pics in this document represent the older version. The latest version 2.0 is made from solid square tubing, does not have any shape or text cutouts and is shown here in the first picture:**

1. Carefully press the new bushings into the new control arms. If you are using poly bushings, you should be able to install without a press. If you have factory style rubber bushings, you can use a hydraulic press or a ball joint tool, but be sure to support the backside of the metal sleeve you're pressing the bushing into. Don't support the backside of the sleeve on the other side of the control arm, as that could bend the entire control arm. **ALSO:** With poly bushings, be sure to coat all bushing, pin, and inner arm tube surfaces with a thin layer of poly bushing grease. Keep this grease maintained by cleaning/changing it regularly.



2. Get the rear of the car in the air. Remove the wheels, then remove the rear upper control arms. This is pretty straightforward, but try to secure the upright in a way that won't put too much stress on the brake line. The upright will fall away once the upper control arm is detached, so be prepared.



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3. Pre-set the measurement in the picture to 8-1/2" on the new arms. This will match the new control arms to the old control arms, and should keep your camber close to where it was original-ly. If you know how much you'd like to change the camber, you can adjust that now. Each 180° turn changes the camber by 0.25°. Threading the outer portion into the main control arm de-creases the camber (i.e., more negative camber), unthreading it decreases the camber (i.e., less negative camber). Bear in mind that you'll probably have to adjust again, we're just trying to get close.
4. Install the arms. Be sure to use the included hardware on the outer bushing (the one that's installed in the upright), as the stock hardware is just barely too short. Leave the hardware loose for now.
5. Since the inside and outside diame-ters of rubber bushings are both fixed, and the rubber twists up and down, it's critical that the bushings be tight-ened down with the car at its proper ride height. Hence, put the car on its wheels, roll it back and forth a few feet, then fully tighten the bushings. If you have our hub stands, use those and there's no need to put the wheels on and roll the car back and forth. Non-rubber bushings (such as poly-urethane) spin instead of twist, so it's unnecessary to roll those out as well. It's critical to also tighten the jam nut at this point - this nut should be checked periodically, if it gets loose bad things happen.
6. That's it, you're done with the installation! For future adjustments, take the wheels off and change the camber as desired (again, a half-turn = 0.25° of camber). Be sure to only tighten the bolt on the outer bushing fully with the suspension loaded. Be sure to tighten the jam nut on the control arm itself as well.



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