

SUBARU REAR CAMBER/TOE ARMS

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.

CAUTION: Camber adjustment using these arms must be limited to the range of movement of the inboard CV joint. The CV joint can be damaged if extended or contracted beyond the inner joint range.

1. Before beginning any alignment always check for loose or worn parts, tire pressure, and odd tire wear patterns.
2. Raise rear of vehicle by body and support with jack stands. Remove both rear wheel and tire assemblies.
3. Remove nuts and bolts attaching the lower parallel arms to the spindle and to the rear body cross-member using manufacturer's recommended procedure. Remove original equipment arms.
4. If stabilizer bar bracket is required, unscrew longer side of one arm and slide on the bracket **so the opening for the bar link is down and towards the rear of the vehicle**. Do not tighten bolts. Thread rod back into center adjuster.
5. Now adjust the new adjustable arm so equal threads are showing on each end of the turnbuckle and it is the same length as the original equipment arm. Position both arms so adjusting turnbuckle is towards the inboard of the vehicle.
6. Install rear arm using stock toe adjuster bolts and washers on inboard side.
7. **Install supplied sleeve into bushing on inboard of forward arm** and slide bolt through arm. Install long bolt through spindle end of both arms and install thin washer and nut but do not tighten.

CAUTION: Tightening the nuts with the vehicle in the raised position may cause premature bushing wear due to preloading of the bushing.

8. Load suspension by placing jack stands under knuckle and lowering vehicle onto jack stands. Tighten inner and outer arm retaining bolts to manufacturer's specifications. (Center the stock toe adjuster cambolt)
9. Replace wheel and tire assembly. Reinstall alignment equipment and recompensate. Lower vehicle on slip plates and adjust camber and/or toe by loosening lock nuts and rotating turnbuckle. Tighten lock nuts on arms when adjustment is complete.

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

10. Center the aluminum bracket for the stabilizer bar on the arm so the link is not in a bind and hanging straight down as it was with the stock arm. Install bolt through link and bracket. Tighten Allen head pinch bolts to 15 lb-ft. Tighten link through bolt to 45 lb-ft.

Note: The maximum length of the arm is reached when the flat on one rod is visible at the end of the turnbuckle adjuster. DO NOT lengthen the arm beyond this point.

Note: When adjusting the arms for camber or toe, loosen the stabilizer bar aluminum bracket, reposition as necessary, and retighten when adjustment is complete.



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