

*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.*

**Plan Ahead - Read All Instructions BEFORE installing part.**

This alignment kit will adjust camber, toe and setback on the rear suspension system. It is important that all instructions be followed or improper handling may result.

1. Before beginning alignment, always check for loose or worn parts, tire pressure and odd tire wear patterns. Use care during entire process not to damage brake lines, fuel lines or wiring.
2. Measure original setback from edge of fender to tire for reference.

**NOTE: If you intend to loosen or remove upper A-arm, take measurements to ensure track-width is not unintentionally adjusted. Track-width can be measured from wheel mounting face to a fixed point on the sub-frame as parallel to the axle as possible.**

3. Raise vehicle by frame, support with jack stands, and remove rear tire and wheel assembly.
4. Remove plastic guard and sub-frame front brace for access to setback link's inboard bolt. **(Figure 1)**
5. Remove OE arms to be replaced and adjust SPC arms to approximate OE lengths by spinning hex adjusters. Ensure that both ends of adjustable arms have equal thread showing on either side of the hex adjusters.

**NOTE: Maximum arm length is reached when flat notches on the threaded studs are visible beyond the adjuster center. DO NOT lengthen arms beyond this point.**

6. Install each adjustable control arm and LOOSELY install mounting hardware. Install arms in this order:

- (1) Setback
- (2) Toe
- (3) Camber

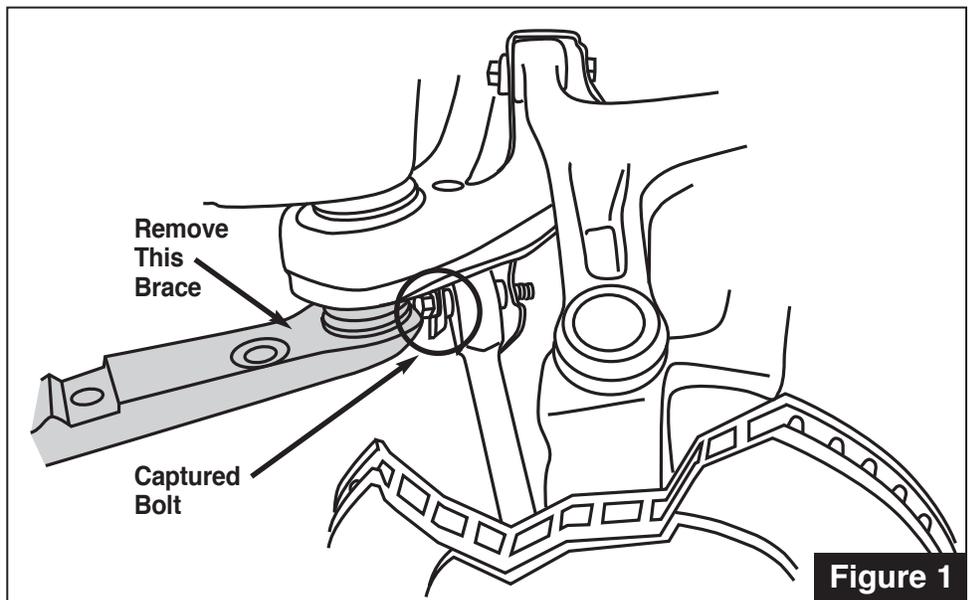
**NOTE: Tightening fasteners with the vehicle in raised position may cause premature bushing wear due to preloading the bushing.**

7. Reinstall sub-frame brace and plastic guard. Install tire and wheel assembly. Install and re-compensate alignment equipment. Lower vehicle.
8. Tighten fasteners to OE torque specifications with the suspension in the loaded position.
9. Adjust alignment by rotating center hex adjusters. Adjust all links gradually to achieve original setback and track width settings as well as desired camber and toe.

**NOTE: The large adjustment range of SPC EZ arms may make it possible to overextend driveshaft CV joints! Ensure ample play in joints throughout suspension sweep to avoid binding.**

10. Tighten adjuster jam nuts.
11. Complete alignment and road test vehicle.

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



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