

PART NO. 72610

Instruction Sheet PORSCHE FRONT OR REAR ADJUSTABLE 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.

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

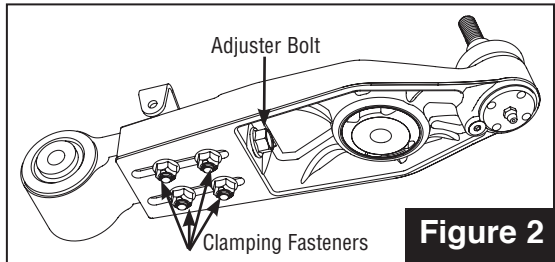
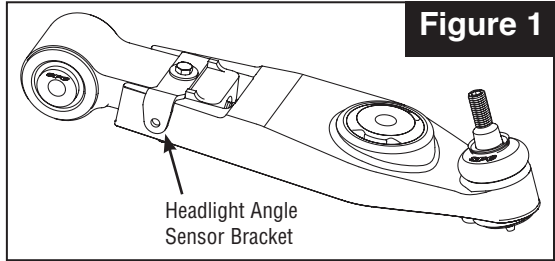
Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise vehicle and support by frame/body so suspension hangs free.
2. Remove front/rear tire and wheel assembly.
3. If equipped with Litronic headlight angle sensor, disconnect sensor linkage from OE control arm.
4. Remove OE lower control arm.
5. Install SPC lower control arm. Tighten supplied ball joint nut to manufacturer's specification and loosely install bushing hardware and trailing arm to vertical bushing bolt.

NOTE: Tightening bushing fasteners with vehicle in raised position may cause premature bushing failure.

6. If equipped with Litronic headlight angle sensor, attach supplied sensor bracket to new control arm using supplied hardware and reattach sensor linkage to new bracket. (**Figure 1**)
7. Reinstall tire and wheel assembly and lower vehicle.
8. With vehicle at normal ride height, tighten bushing fasteners to manufacturer's specification. It is suggested to set OE camber cam to middle of adjustment range before tightening.
9. If tight, loosen clamping fasteners on SPC control arm $\frac{1}{4}$ to $\frac{1}{2}$ turn (4x 13mm nuts – located on underside of control arm. (**Figure 2**))
10. Adjust camber to desired specification using adjuster bolt located on underside of control arm. (**Figure 2**)
11. When finished adjusting, torque clamping fasteners to 31 lb-ft [42 Nm].
12. Complete alignment and road test vehicle.

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



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PART NO. 72630

PORSCHE TRAILING LINK (PR)

Instruction Sheet

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

Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise vehicle and support by frame so suspension hangs free.
2. Remove front/rear tire and wheel assembly.
3. Remove OE trailing arm.

NOTE: If equipped with OE brake air deflector, remove from OE arm and save for later.

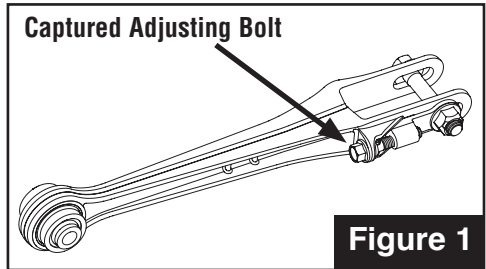


Figure 1

4. Set length of new SPC adjustable trailing arm to match OE arm using captured adjuster bolt. **Figure 1**
5. If equipped, reinstall OE brake air deflector on new trailing arm in same orientation as OE arm. **Figure 2**
6. Install new trailing arm with captured adjuster bolt oriented down.
7. Torque trailing arm to chassis bolt to manufacturer's specification.
8. Lightly tighten trailing arm to lower control arm bushing bolt.
9. Reinstall tire and wheel assembly and lower vehicle.
10. If necessary, adjust camber to desired setting, then loosen trailing arm to lower control arm nut $\frac{1}{4}$ - $\frac{1}{2}$ turns.

NOTE: Bushing joints should not be adjusted while fasteners are tight, this may cause premature bushing failure.

11. Adjust caster / setback to desired setting, then torque trailing arm to lower control arm nut to manufacturer's specification.
12. Complete alignment and road test vehicle.

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

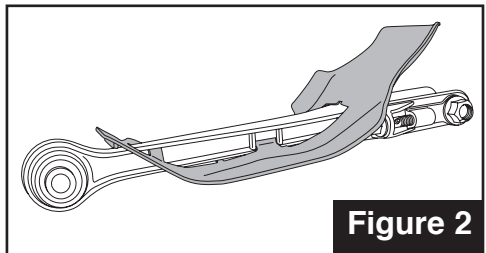


Figure 2



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PART NO. 72640

Instruction Sheet

PORSCHE REAR TOE ARM

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

Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise vehicle and support by frame so suspension hangs free.
2. Remove rear tire and wheel assembly.
3. Remove fasteners holding rear sway bar mount to subframe and allow sway bar to hang by endlinks.
4. Remove OE rear toe arm.
5. Use center hex adjuster to adjust SPC toe arm to match length of OE arm. Ensure that SPC adjustable arm has equal thread showing on either side of center hex adjuster. Install SPC adjustable toe arm and loosely install inboard bushing hardware at subframe.

NOTE: Tightening fasteners with vehicle in raised position may cause premature bushing failure.

6. Tighten outboard ball joint nut to 45 lb-ft (61 Nm).
7. Reinstall tire and wheel assembly and lower vehicle. Jounce suspension to achieve normal ride height.
8. Set OE Toe cam at subframe to middle of adjustment range, then tighten to manufacturer's specification.
9. Adjust rear toe using SPC control arm center hex adjuster.

NOTE: Maximum length of arm is reached when machined flat on threaded rod is visible at end of hex adjuster. DO NOT lengthen arm beyond this point.

10. When finished adjusting, tighten adjustable control arm lock nuts.

NOTE: Before tightening last jam nut, ensure outer ball stud is centered in its rotational travel. (See Figure 1)

11. Reinstall rear sway bar mounts and tighten hardware to manufacturer's specification.
12. Complete alignment and road test vehicle.

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

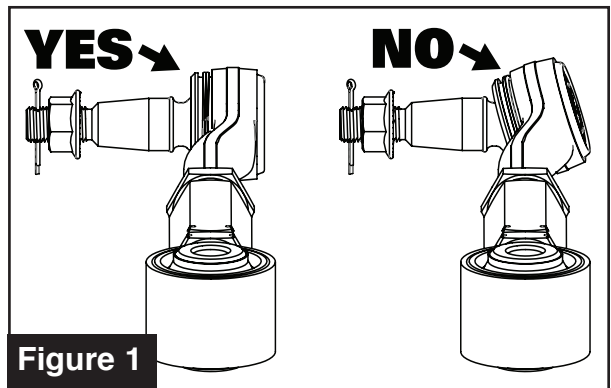


Figure 1



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