

PART NO. 67405


SPC PERFORMANCE®

Instruction Sheet REAR ADJUSTABLE 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.

 **WARNING:** Ensure all applicable recalls have been performed to vehicle prior to installation of SPC adjustable arm.

1. Raise rear of vehicle under spring seat and securely support.
CAUTION: Always use appropriate safety devices to support the weight of the vehicle while servicing any suspension component.
2. Remove tire and wheel assembly.
3. Remove OE rear toe arm per manufacturer's procedure.
4. Test turning torque of cross axis ball joint per manufacturer's procedure.
 - a. Install toe arm mounting bolt and nut directly onto cross axis ball joint and torque to **111 ft-lb (150 Nm)**.
 - b. With a torque wrench, use bolt to rotate cross axis ball joint. Ensure ball joint remains straight during rotation.
 - c. Note torque readings when the ball joint begins to rotate.
 - d. If readings are above **11 ft-lb (15 Nm)**, ball joint should be replaced per manufacturer's procedure. If readings are NOT above **11 ft-lb (15 Nm)**, continue with installation of SPC arm.
5. Adjust SPC control arm to approximate OE length by turning hex adjuster. Ensure that SPC adjustable arm has approximately equal threads showing on either side of hex adjuster.
6. Install SPC adjustable control arm. Loosely install inboard and outboard mounting hardware.

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

7. Reinstall tire and wheel assembly and lower vehicle.
8. Jounce vehicle to normal ride height and torque mounting hardware to manufacturer's specification.
9. Adjust toe by rotating center hex adjuster. To lock desired setting, tighten both jam nuts.

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

10. Complete alignment and road test vehicle.

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



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