

PART NOS. 67800, 67805 & 67806

Instruction Sheet

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 OE toe link per manufacturer's procedure.
4. Adjust arm to approximately same length as OE arm. Ensure adjustable arm has equal thread showing on either side of hex adjuster.
5. Install adjustable control arm. For inboard bolt, insert plastic reducing sleeve inside bushing for M12 bolt. Sleeve is not needed for M14 bolt.
6. Torque outer ball joint nut to 45lb-ft (61Nm) and install safety cotter. Leave inboard bolt loose at this time.

NOTE: Tightening inboard fastener with vehicle in raised position will pre-load the bushing and may cause premature failure.

7. Reinstall tire and wheel assembly and lower vehicle.
8. Torque inboard fastener to manufacturer's specification.
9. Adjust toe by turning center hex adjuster sleeve.

Caution: 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 jam nuts against hex adjuster to lock setting.

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

11. Complete alignment and road test vehicle.

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

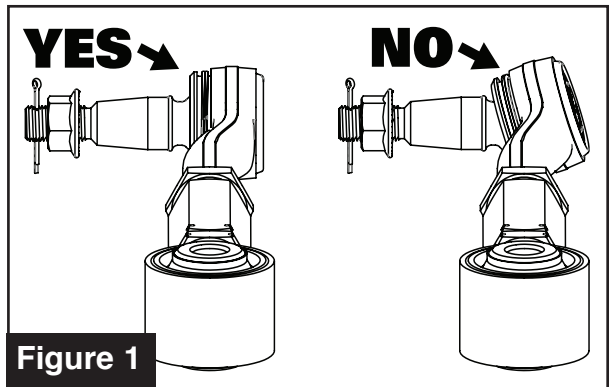


Figure 1



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4045 Specialty Place • Longmont, CO 80504 • (303) 772-2103 • Fax: (303) 772-1918
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