

PART NOS. 67800 & 67805

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

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.
2. Remove rear tire and wheel assembly.
3. Remove OE toe link per manufacturer's specification.
4. Adjust SPC arm to approximately same length as OE arm. Ensure that SPC adjustable arm has equal thread showing on either side of hex adjuster.
5. Install adjustable control arm. Torque outer ball joint nut to 45lb-ft (61Nm). Tighten more as necessary to insert cotter pin. Loosely install inboard bolt and nut.

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

6. Reinstall tire and wheel assembly and lower vehicle.
7. Adjust toe by turning center hex adjuster.

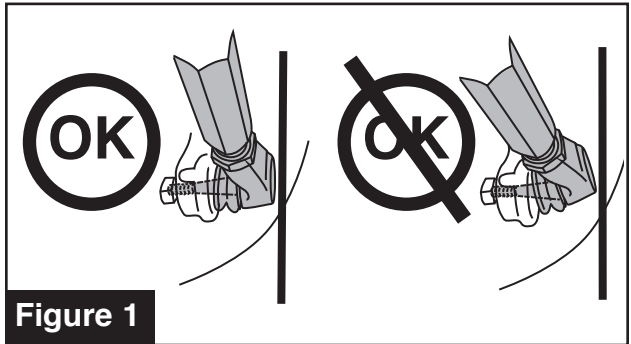
CAUTION: Maximum length of arm is reached when machined flat on threaded rod is visible at end of hex adjuster. DO NOT lengthen arm beyond this point.

8. When finished adjusting, torque inner bolt and nut to manufacturer's specification. Tighten jam nuts against hex adjuster.

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

9. Complete alignment and road test vehicle.

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



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