

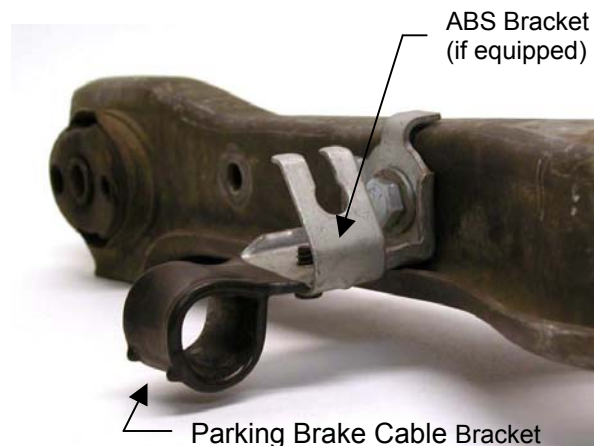
MM Rear Lower Control Arms (MMRLCA-30.2)



*Read all instructions before beginning work.
Following instructions in the proper sequence will
ensure the best and easiest installation.*

*MMRLCA-30.2 requires rear coil-overs and a rear
swaybar that does not attach to the rear lower
control arms, such as the Maximum Motorsports
Adjustable Rear Swaybar.*

1. Block the front wheels to keep the car from rolling.
2. Jack up the rear of the car and support the chassis on jack stands.
3. Lower the rear axle to a height just above full droop. Support the axle on jack stands.
4. Remove the rear wheels.
5. Remove the rear swaybar. There are four bolts, two per side. On 1994 and newer cars with rear disk brakes, the Parking Brake Cable Bracket is attached to the rearward swaybar bolt. Cars with drum brakes in the rear do not have this bracket.



6. If so equipped, unclip the ABS wire from the bracket.
7. Loosen the lower control arm pivot bolts, 2 bolts per arm.
8. Support the control arm near the axle mount with a jack. Remove the axle pivot bolt. Slowly lower the jack to release the spring tension. Be careful not to lower it too quickly or else the spring may suddenly pop out, causing injury. Once the spring is completely uncompressed, remove it from the car.
9. Remove the control arm pivot bolt from the chassis and remove the control arm from the car.

10. Install the polyurethane bushings into the MM Control Arms. Apply a coating of the supplied grease to both the outside and inside diameters of the urethane. **Install the urethane pieces into the chassis end of the two control arms, only.** The urethane is placed over the aluminum reducer bushings (which are pressed into the spherical bearings) and is pressed into the end of the bearing tube.

Note: The axle end of the control arms DO NOT need the Control Arm Urethane pieces.



Urethane at Chassis End ONLY

11. Apply a liberal coating of grease to the outside flange of the installed urethane bushings, where they will contact the chassis.
12. Reattach the control arm at the chassis end with the welded nut facing outwards. To be sure the arm is on the correct side of the car, check that the welded nut is closer to the chassis pivot than the axle pivot.
13. Raise the arm into position.
14. Reinstall the rear pivot bolts at the axle housing.
15. Torque the chassis pivot bolts to 86 ft-lb.
16. Torque the axle pivot bolt to 86 ft-lb.

17. Attach the Parking Brake Cable Bracket to the nut welded onto the control arm using the supplied bolt and washer. Torque to 35 ft-lb.



18. Reattach the ABS wire.
19. Repeat steps 6 through 18 for the opposite control arm.
20. Install the rear coil-over kit and Maximum Motorsports Adjustable Rear Swaybar if the car does not already have one.
21. Reinstall the rear wheels.
22. Lower to the ground and torque the lug nuts.
23. MM uses special close tolerance bearings. These typically take 100–200 miles to break in. Until the break-in period is over the car will ride more firmly—it will seem like it has stiffer springs.

Hardware List

- | | |
|---|-------------------------|
| 2 | Grease Packets |
| 4 | Control arm urethane |
| 2 | 3/8 – 24 x 5/8 G5 bolts |
| 2 | 3/8 AN washers |