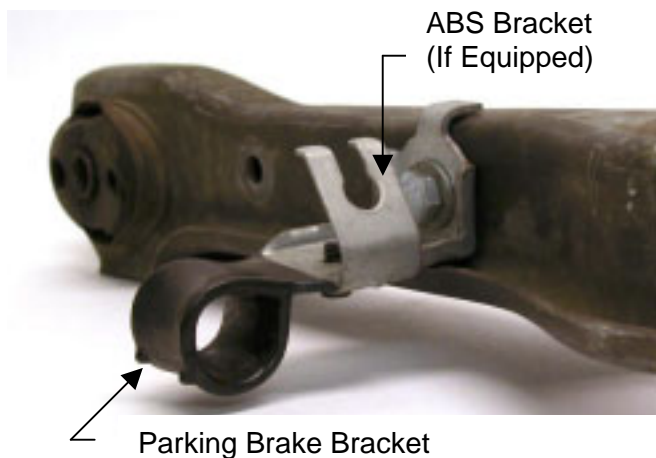

MM Rear Lower Control Arms (MMRLCA-1.2)

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

MMRLCA-1.2 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 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 control arm.
8. Support the control arm near the axle mount with a jack. Remove the lower control arm pivot bolt from the axle end. Slowly lower the jack to release the spring tension. Be careful not to lower it too quickly or the spring may become dislodged and fly out, causing injury and/or damage. 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 bushing into the MM Control Arm. Using the supplied grease, apply a *light* coating of grease to the outside of the urethane pieces. Install one of the 4 outer pieces into the control arm. From the other side, install one of the 2 inner bushings, seating it against the previously installed outer bushing. Install the second outer bushing, seating it against the inner bushing.
11. Apply grease to the inside of the bushings. Use a small screwdriver or other tool to work the grease into the flutes of the bushing.
12. Insert the steel crush tube through the center of the urethane bushings.
13. Apply a light coat of grease to the outside flange of the installed urethane bushings, where they will contact the chassis.
14. 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.
15. Reinstall the rear pivot bolt at the axle housing.
16. Torque the chassis pivot bolt to 86 ft-lb.

17. Torque the axle pivot bolt to 86 ft-lb.
18. Attach the bracket to the nut using the supplied bolt and washer. Torque to 35 ft-lb.



19. Reattach ABS wire.
20. Repeat steps 6 to 19 for the opposite control arm.
21. Install the rear coil-over kit and Maximum Motorsports Adjustable Rear Swaybar if the car does not already have one.
22. Reinstall the rear wheels.
23. Lower to the ground and torque the lug nuts.

Hardware List

- | | |
|---|----------------------------|
| 2 | Grease Packets |
| 4 | Outer control arm urethane |
| 2 | Inner control arm urethane |
| 2 | Steel crush tubes |
| 2 | 3/8 – 24 x 5/8 G5 bolts |
| 2 | 3/8 AN washers |