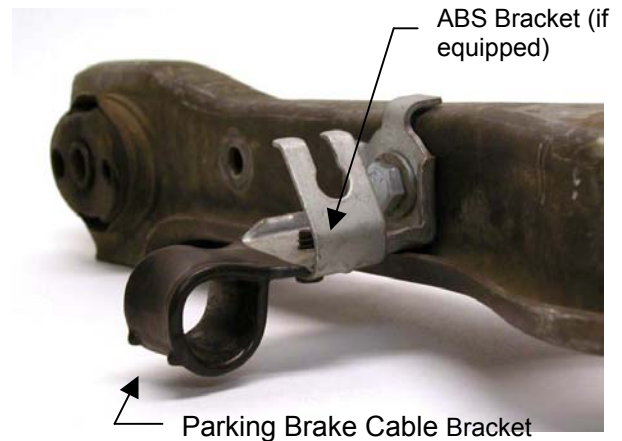


MM Rear Lower Control Arms (MMRLCA-32.1)



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

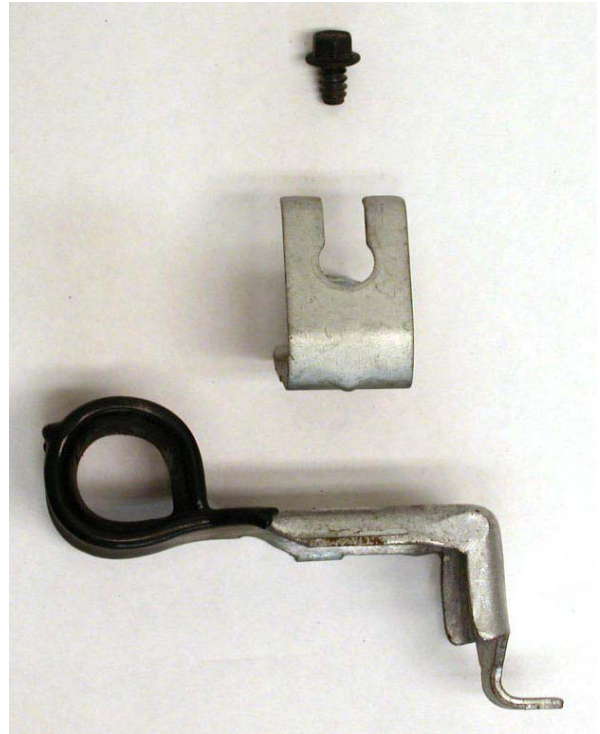
MMRLCA-32.1 requires a rear swaybar that does not attach to the rear lower control arms, such as the Maximum Motorsports Adjustable Rear Swaybar.

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.
6. If so equipped, unclip the ABS wire from the bracket.
7. Loosen all of 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 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. The configuration of the Parking Brake Cable and ABS Brackets needs to be changed. Disconnect the parking brake cable from the caliper. To do this, remove the E-clip and pull on the end of the cable with pliers to unseat the cable end from the caliper. *Make sure the parking brake is off!*

11. Slide the Parking Brake Cable Bracket off the cable.



13. Flip the Parking Brake Cable Bracket 180 degrees and place the ABS Bracket on top of the Parking Brake Cable Bracket.



12. Remove the ABS Bracket.



14. Tighten the ABS Bracket screw.



15. Slide the Parking Brake Cable Bracket back onto the parking brake cable and reattach the parking brake cable to the caliper.

16. 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

17. Apply a liberal coating of grease to the outside flange of the installed urethane bushings, where they will contact the chassis.
18. Reattach the control arm to the chassis 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.
19. Install the lower spring isolator on the MM Control Arm.
20. Place the spring on the control arm and raise the arm into position with the jack. Be sure the spring is correctly seated into both the upper and lower perches. The spring's "pig tail" should be oriented towards the rear of the car, as shown below. In some applications a jack may not be necessary; the spring can be installed with the perch fully lowered.



21. Reinstall the rear pivot bolt at the axle housing.
22. Torque the chassis pivot bolts to 86 ft-lb.
23. Torque the axle pivot bolt to 86 ft-lb.
24. 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.



25. Reattach the ABS wire.
26. Repeat steps 6 through 25 for the opposite control arm.
27. Install the Maximum Motorsports Adjustable Rear Swaybar if the car does not already have one.
28. Verify the parking brake works from inside the car. Adjust to factory specifications if necessary.
29. Reinstall the rear wheels.
30. Lower to the ground and torque the lug nuts.
31. Using a 1/2" drive ratchet/extension, adjust the spring perch adjustment bolts to set the rear ride height. Recheck after driving and adjust as necessary. Grease periodically to insure smooth operation of the adjusting bolt.
32. 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 rear springs.

Hardware List

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