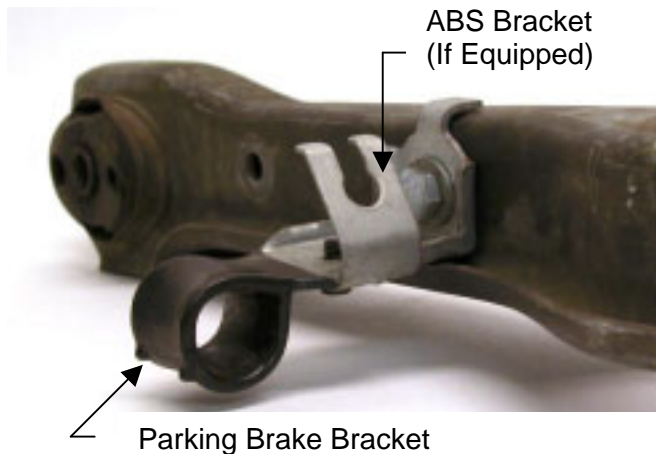

MM Rear Lower Control Arms (MMRLCA-5.1)

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

*MMRLCA-5.1 requires rear 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.



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 metal sleeve 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 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.
15. Install the lower spring isolator on the MM Control Arm.
16. 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 spring perches. Position the

spring's "pig tail" towards the rear, as shown below.



22. Install the Maximum Motorsports Adjustable Rear Swaybar if the car does not already have one.

23. Reinstall the rear wheels.

24. 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 urethane insert tubes |
| 2 | 3/8 – 24 x 5/8 G5 bolts |
| 2 | 3/8 AN washers |

17. Reinstall the rear pivot bolt at the axle housing.

18. Torque the chassis pivot bolt to 111 ft-lb.

19. Torque the axle pivot bolt to 111 ft-lb.

20. Attach the bracket to the nut using the supplied bolt and washer. Torque to 35 ft-lb.



21. Repeat steps 6 to 20 for opposite control arm