

# Rear Upper Control Arm Bushings

## Application:

- Subaru Impreza GH 10/07-on

*Always refer to current catalogue for complete application listing.*

Rear camber adjusting kit consisting of a complete set of upper control arm replacement polyurethane bushes. Utilizing 'short-long bolt' turning mechanism, camber adjustment can be performed quickly, easily and accurately 'live' on-car while on wheel alignment jig. Low compliance bushing provide further handling enhancement.

## Specifications:

Camber adjustment range:  $\pm 0.75$  deg

*Above figures are indicative only. Actual adjustment range can vary depending on ride height.*

## Contents:

- 4 x half-bushes, wide shoulder (rear bush)
- 4 x half-bushes, narrow shoulder (front bush)
- 2 x eccentric crush tubes, long (rear bush)
- 2 x eccentric crush tubes, short (front bush)
- 4 x bolts, long
- 4 x bolts, short
- 4 x nuts
- 8 x spring washers
- 1 x grease sachet

## Installation guide:

Please read complete installation guide and check kit components prior to fitment. These instructions are to be used in conjunction with workshop manual, and it is recommended that all work be carried out by a qualified technician.

1. Measure wheel alignment settings prior to any disassembly.
2. Raise the vehicle with a hoist / lift or alternatively raise and support on safety chassis stands, and remove rear wheels.
3. Disconnect outer ball-joints and remove upper control arms.
4. Remove original bushes from control arms, clean any debris from hole. Smear a light film of grease on bushes and fit to control arms. Apply grease inside the bushes and press crush tubes inside.  
*Note: Bush with wider shoulder and longer crush tube must be fitted to the rear mount, as shown in Fig 2.*
5. Reconnect control arm to subframe as shown in Fig 3 and 4. Ensure that long bolt (fitted with nut and washer) is positioned to the side with the most access. Screw long bolt in completely until it bottoms out in the thread and starts to turn the eccentric crush tube.

*Note: Both front and rear crush tubes must be equally adjusted and rotated to the same position.*

6. Re-connect ball-joint and tighten all hardware to manufacturers' torque specifications.
7. Re-fit wheels, lower vehicle and settle suspension.
8. Test drive the car, check and re-tension all fittings.
9. Check and adjust wheel alignment to desired settings.  
*To adjust, loosen lock-nut then short bolt and adjust by turning long bolt in clockwise direction only. Ensure both front and rear bushes are equally adjusted and rotated to the same position. Tighten in reverse order.*
10. Check and re-tension all fittings again after 100kms but no more than 200kms.



Fig 1 - KTA326 kit.



Fig 2 - left control arm with new bushes.

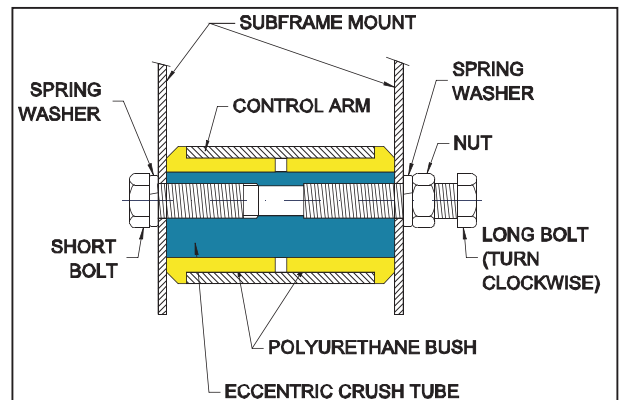


Fig 3 - component assembly.

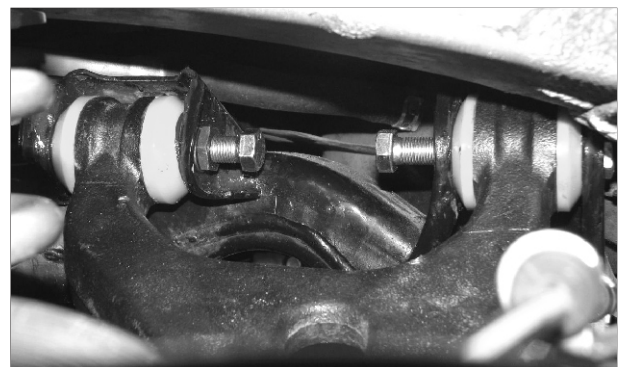


Fig 4 - right control arm, side view.

**Warning:** Please drive carefully while you accustom yourself to the changed vehicle behaviour.