



Installation Guide

Adjustable Toe Control Arm

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(Always refer to the current catalogue for complete application listings)

N.B: This installation guide should be used in conjunction with the workshop manual.

Tools Required:

1. 12mm Ring Spanner. (VA Model Only)
2. 19mm Ring Spanner
3. 22mm Ring Spanner.
4. 24mm Open end spanner
5. 1-1/4" Open end Spanner
6. 17mm Socket.
7. 22mm Socket.
8. Ratchet
9. Tension wrench.
10. Side Cutters or needle nose pliers
11. Copper face hammer or tie rod puller.
12. Jack / Lift.

Removal Procedure:

1. Raise the rear of the vehicle and support on suitable chassis stands to allow sufficient access to the rear suspension components.
2. Remove the rear road wheels.
3. Remove the OEM toe arm "R Spring clip" from the toe arm stud. Figure 1.
4. Using the 17mm Socket and ratchet loosen the toe arm nut. Figure 1.
5. Using a tie rod puller remove the interference fitted tie rod tapered stud out of the hub. Alternatively the same result can be achieved by striking the knuckle with a copper face hammer. Figure 2.
6. Remove the 12mm hex nut from the park brake bracket.(VA Models Only 2015-On) Figure 3.

Bill Of Materials:

- 2 x Adjustable Arms.
- 2 x M14x1.5x75 Long class 8.8 Bolts.
- 2 x M14 Torque prevailing nylon nuts.
- 2 x M12 Castellated nuts.
- 2 x Cotter/Split pins.
- 4 X Locking tab washers.
- 1 x Grease satchet.
- 2 x Park brake brackets.

Figure 1

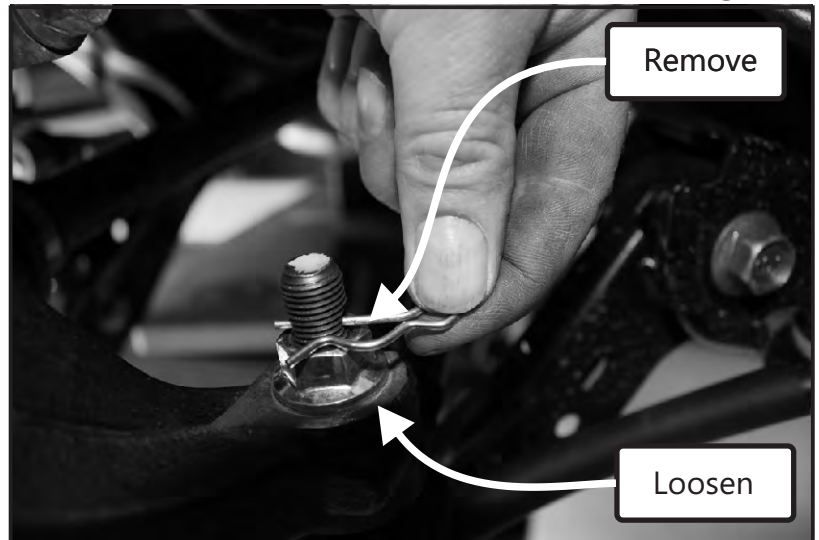


Figure 2

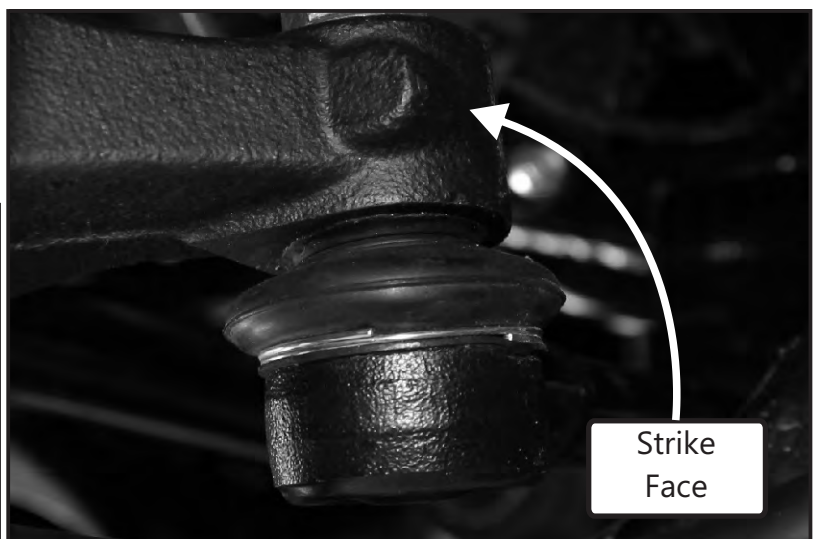
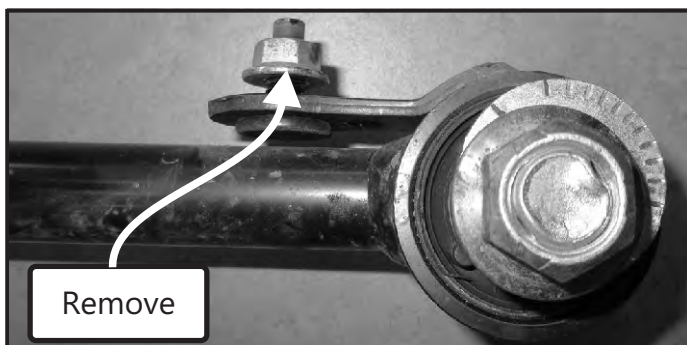


Figure 3





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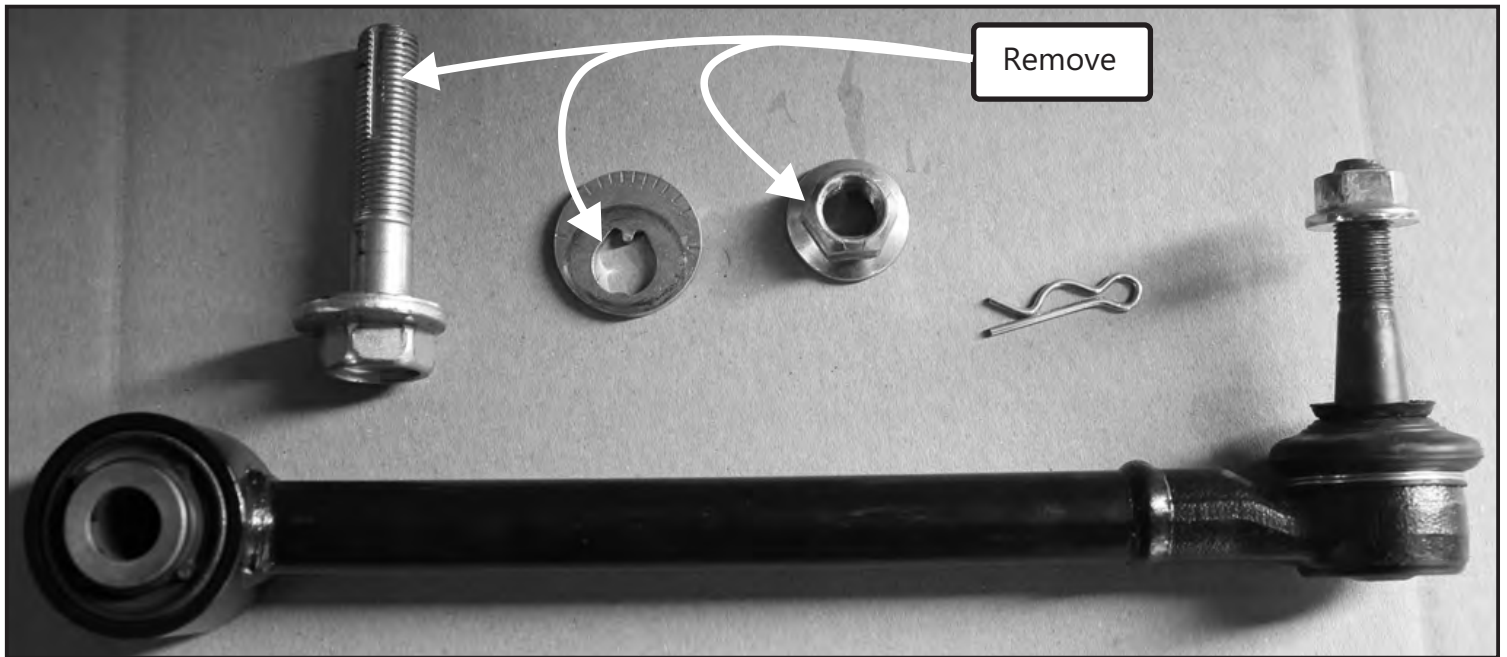
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Continuation

7. Using the 22mm & 19mm ring spanners remove the nut, eccentric bolt and offset locking tab washer from the vehicle. Remove the arm. Figure 4.

Figure 4



Installation Procedure:

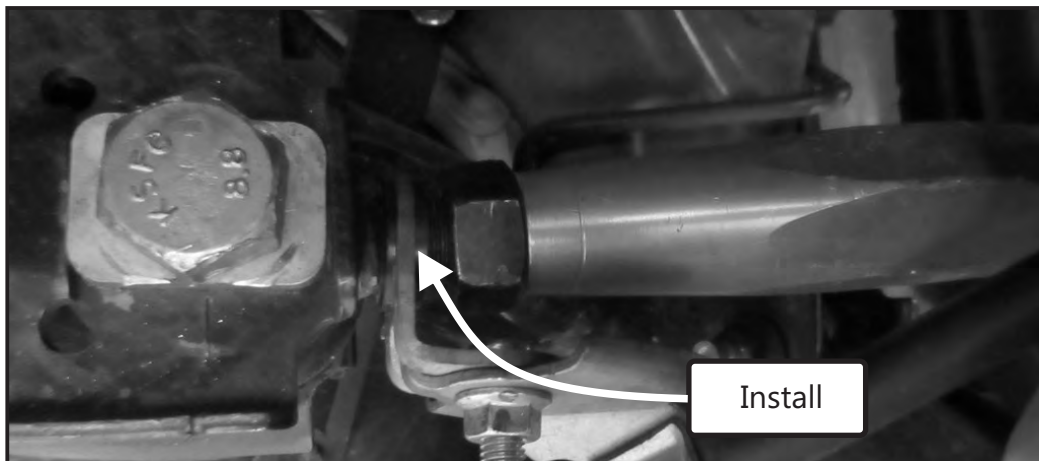
8. (VA Models Only) If the vehicle was issued with the factory OEM park brake bracket welded to the eye (Figure 3) a set of mounting brackets have been provided in the kit to allow for re-fitment of the park brake cable.

The bracket has to be installed over the threaded spigot of the eye ring. Loosen the 1-1/4" A/F locking nut and completely unwind the spigot out of the alloy turnbuckle. Slide the supplied bracket (Figure 5) over the spigot threads and fit the locking nut back onto the threaded shaft. Re-install the threaded spigot into the alloy arm and tighten the 1-1/4" locking nut enough to hold it in place.

Note: The park brake bracket is designed to move freely on the threaded rod allowing simple access to the lock nut and adjuster.

Figure 6

Figure 5





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9. Install the arm into the vehicle using the supplied M14 bolt, nylon nut and locking tab washers. Tension the nut and bolt to 75ft/Lbs or 100Nm

Note: Ensure the lock tabs are seated correctly into the pressed metal frame locating tabs.

10. Fit the tapered rod end into the wheel hub and fit the supplied castle nut. Tension the nut to 57ft/Lbs or 78Nm. Figure 7.

Note: Ensure the castle nut lines up with the through hole in the spigot

11. Install the supplied split pin through the castle nut and fold back more than one half of the pin to prevent it from falling back through the hole. Figure 8

12. (VA Models Only) Install the park brake cables mount to the supplied bracket mount and re-install the OEM 12mm nut that was removed prior. Tension to 22ft/Lbs or 30 NM.

13. Using the 24 & 1-1/4" open end spanners adjust the arms to the correct length and tighten off the lock nuts. Figure 9

14. Refit the road wheels and lower the vehicle onto the ground.

15. At this point a wheel alignment will be required to correct the toe angle misalignment.

Note: If you encounter that the rear wheel alignment looks significantly out of adjustment the alignment can be approximately set by utilising a tape measure and measuring between the tire tread of the front of the tyre and then the rear of the tyre. The difference between the front and the rear will indicate the degree of "Toe-in" or "Toe-out" the vehicle has.

Set as close to zero toe which will allow the car to be driven and settled before being placed on an alignment rack to adjust accurately.

16. After the vehicle has travelled approximately 60 miles or 100Km's it is recommended that all bolts and nuts are re-tensioned.

Figure 7

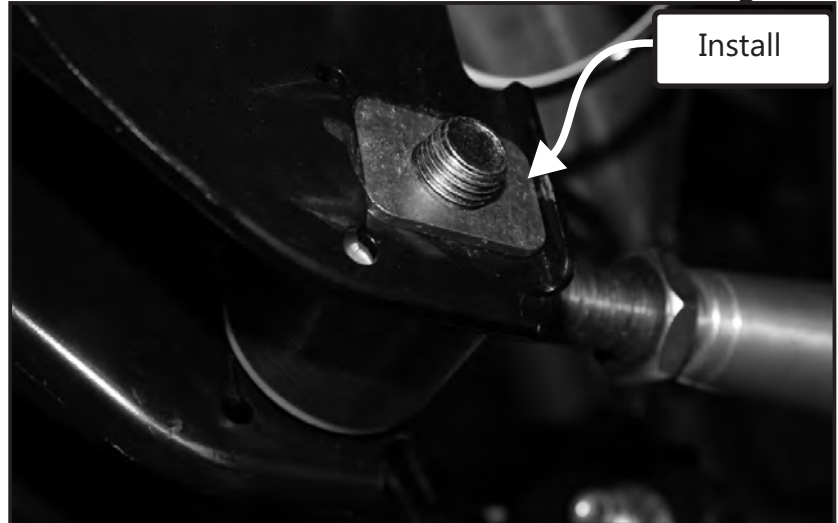


Figure 8

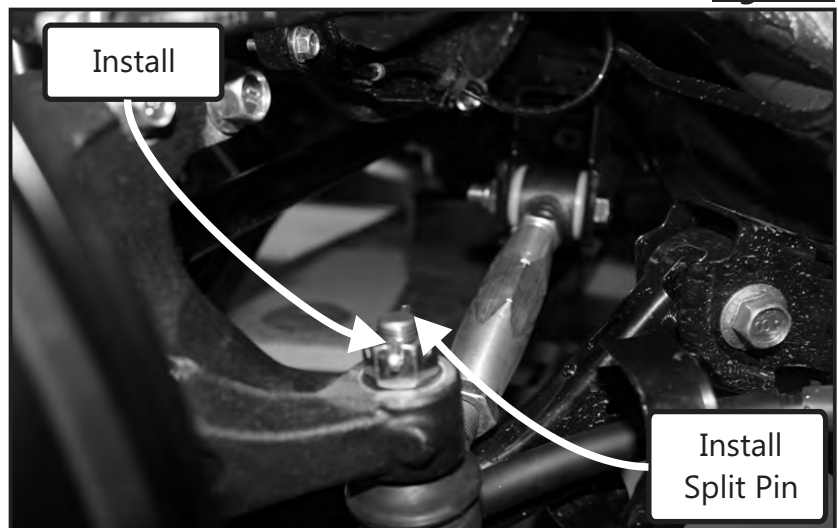


Figure 9

