

TORQUE SOLUTION



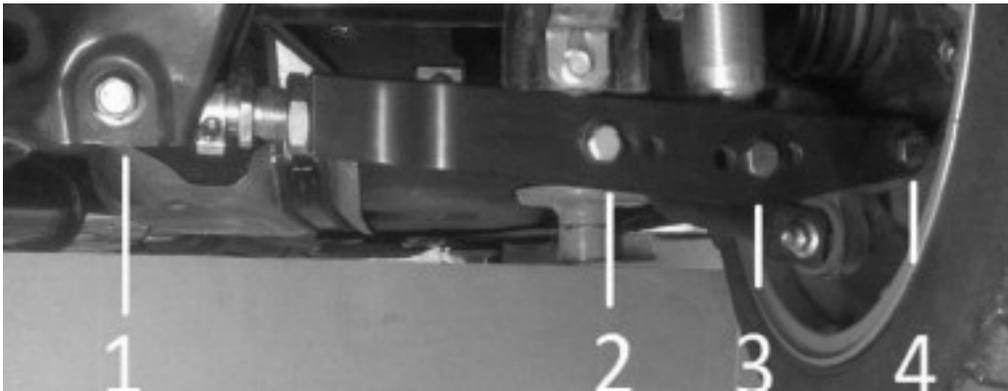
Rear Lower Control Arms Install Instructions **Subaru WRX/STI 2008+** **Scion FR-S/Subaru BRZ/Toyota GT86 2013+**

Hardware Included:

- M10-1.5 x 90 Zinc Hex Bolt (2)
- M10-1.5 Zinc Nylock Flange Nut (2)
- M12-1.75 x 90 Zinc Hex Bolt (4)
- M12-1.75 Stover Locking Flange Nut (4)

TOOLS NEEDED:

- 19mm socket
- 18mm wrench
- 3/16 allen key
- Adjustable/Crescent wrench
- 15mm wrench or socket
- 14mm socket and wrench
- 17mm socket and wrench



Torque Specs:

- Bolts 1,3, and 4 = 59 ft. lbs.
- Bolt 2 = 25 ft. lbs.

1. Disconnect the sway bar from the OEM LCA bolt #2 with a 14mm socket & wrench.
2. Remove bolts from #'s 1, 3, & 4 using a 17mm socket & wrench.
3. Measure from the center of bolt hole 1 to bolt hole 4 on the OEM arm and set your Torque Solution LCA's to that length. Final adjustments should be made during the alignment of the vehicle. It is important not to exceed exposed thread length of 3/4" for the adjuster sleeve and 5/8" on the rod end.
4. Install the new LCA to the subframe location #1 with the OEM bolt & nut using a 17mm socket & wrench.

5. Proceed to install the sway bar in location #2 with the provided M10 bolt/nut using a 17mm socket and a 15mm wrench or socket.

Note: The middle location for both the end link and shock will be closest to OEM, but this will vary depending on the final length of the arm and your desired alignment settings.

6. Proceed to install the shock (#3) and then the hub (#4) with the provided M12 bolts/buts using a 19mm socket and 18mm wrench.
7. Adjust the LCA to proper camber. Ensure there is clearance between the shock/spring and the chassis as well as shock/spring to hub. Use alternate mounting locations if necessary.
8. Torque all bolts to the specifications provided.
9. Using a 3/16 allen wrench, tighten the allen bolt on the aluminum rod end clamp on the Double Adjuster. Then tighten the 3 allen bolts on the main body of the LCA starting with the bolt furthest (towards hub) from the FK Rod End, then the middle bolt, followed by the bolt closest to the FK Rod End (center of vehicle). Torque all of the 4 allen bolts to 150 in-lb. Be sure to double check everything is tight. Try to spin the adjuster with a wrench, using reasonable force.
10. Proceed to get a professional alignment. Make sure the person that performs the alignment is aware to not exceed the exposed thread lengths of 3/4" for the adjuster sleeve and 5/8" on the rod end. Also, provide the torque specs and tightening sequences.
11. After 100-150 miles check over the LCA's to make sure ALL bolts are still torqued properly.