

POWERFLEX®

PART NUMBER

PFR5-4615G

DESCRIPTION

ADJUSTABLE REAR LOWER CONTROL ARM KIT

INSTALLATION GUIDE

Contents (parts per pack):

2 x Polyurethane Bushes 1 x PTFE/Silicone Grease
2 x Stainless Steel Sleeves 2 x Adjustable rear control Arms

Please read the complete fitting instructions and check package components before fitment. These fitting instructions are to be used as a guide and in conjunction with workshop manual.

It is recommended that:

- all work to be carried out by a licensed technician;*
- all safety precautions adhered to;*
- wheel alignment to be checked and adjusted as required after any suspension work.*
- All fasteners must be tensioned to manufacturer's torque settings.*



Fitting Instructions:

1. Raise the vehicle using a workshop lift or hydraulic jack with axle stands.
2. Remove the rear wheels and any under shielding for easier access to the outer bush position.
3. Remove the inner and outer rear lower control arm mounting bolts and remove the arm from the vehicle.

Please Note: E46 models will require the rear differential to be unbolted from the subframe to gain access to the inner bolts.

4. Fit the supplied polyurethane bushes into the eyelet of the adjustable arm. Apply some of the supplied PTFE / Silicone grease to the bore and the end faces of the bush and insert the sleeve into the bush.
5. Apply an anti-seize compound (e.g. copper grease) to the threaded sections of the eyelet and fork and ensure that equal amounts of thread are visible at each end of the arm.
6. Fit the arm to the car re-using the original bolts, (re-mount the diff on E46 models) and tighten the bolts to the manufacturers recommended torque settings.
7. Refit the wheels and any undertrays, and lower the vehicle.
8. Carry out full 4-wheel alignment check and adjustment.
9. Adjust camber by loosening the locking nuts and turning the centre bar of the adjustable arm to the desired camber specification.

Please Note: When adjusting the rear camber arm, the maximum amount of exposed thread should be 32mm between the fork and arm bar and 40mm between the arm bar and shoulder of the eyelet as shown in Fig 1 & 2. Do NOT lengthen the arm beyond this.

10. Once complete, tighten the locking nuts and all remaining hardware to the manufacturers recommended torque settings and road test the vehicle.

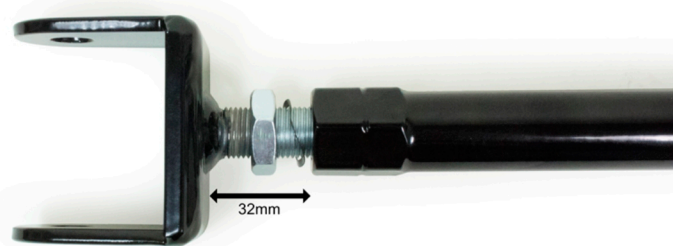


Figure 1

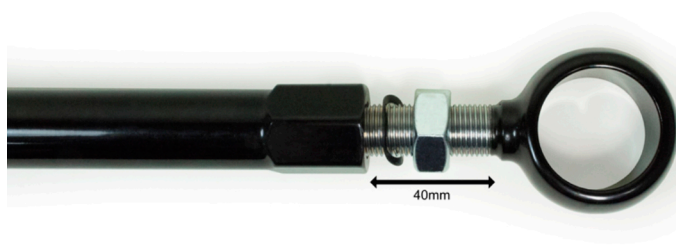


Figure 2