



Installation Instructions: 005-0049 Adjustable Rear Upper Control Arms



Charger, 300, Magnum, Challenger

*Read all instructions before beginning work.
Following the instructions in the proper sequence
will ensure the best and easiest installation.
Contact us at sales@allanglesdesign.com for
questions or comments about the installation
process.*

Caution! Installing this product requires disassembly of some suspension components. If you are not confident you can complete the job safely, have the work performed by a certified technician.



TOOLS REQUIRED:

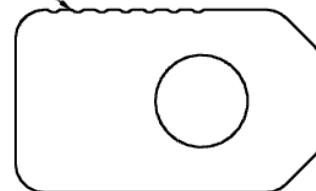
- 18mm Open End Wrench
- 18mm Ratchet Wrench or Socket
- 13mm or 17mm Socket or Wrench (for tabs)
- 19mm Socket or Wrench (optional)
- Torque Wrench
- Floor Jack & Jack Stands
- Optional Air Saw/Sawzall
- 5mm or 8mm Hex (Allen) Wrench (for tabs)

KIT CONTENTS:

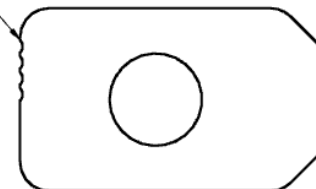
- 2 x Billet Adjustable Rear Upper Control Arms with Urethane Bushings – 1 Left, 1 Right
- 2 x Billet Adjustable Rear Upper Tension Arms with Urethane Bushings – 1 Left, 1 Right
- 12 x Additional Offset Tabs (Three additional settings x 4 tabs each)
- 1 x Polyurethane Bushing Lube Pack

1. Your parts arrive already assembled with tabs. They will either be OEM length or, if we have discussed specifically, they may have offset tabs already installed to try to get your rear camber close to the right setting. The Nylock nuts that clamp the tabs should be torqued to 20 lb-ft for 8mm nuts and 45 lb-ft for 10mm nuts. In nearly all cases, camber changes can be done by changing only the tabs in the Camber Arm (curvier arm).

Notches on this side of the tab mean these tabs will make the Arms Longer Each notch represents 0.5mm of length change (this tab is -3.5mm, 7 notches).



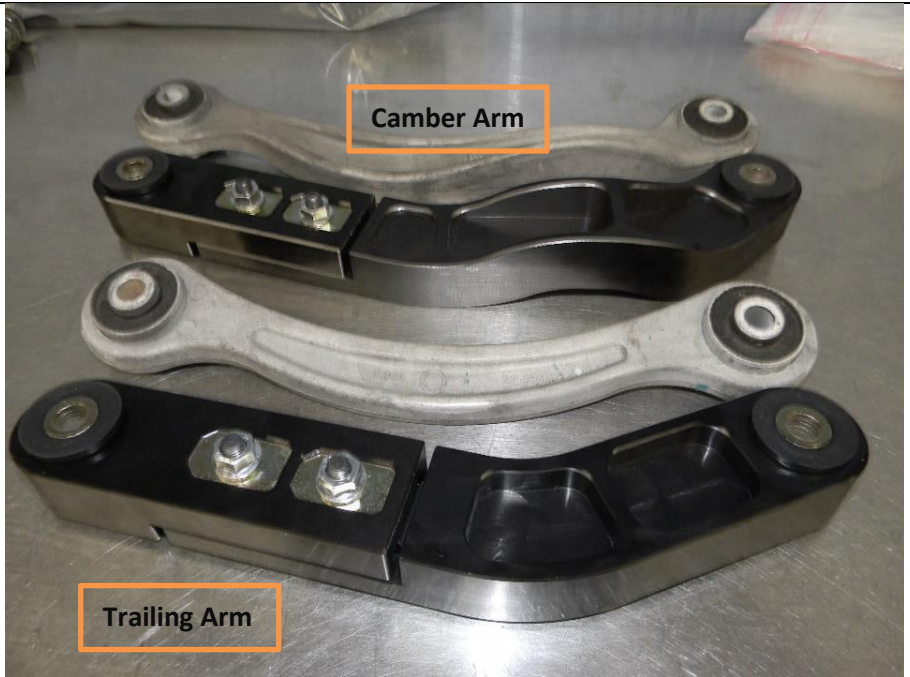
Notches on this side of the tab make the Arms Shorter Each notch represents 0.5mm of offset, extra wide notches represent "extreme" offsets.



2. Park the vehicle in a level area, engage the parking brake, and place chocks in front of and behind the front tires to prevent rolling. Use a floor jack to raise the rear of the car so that both rear tires are approximately 6" off the ground and place jack stands under the vehicle to support it.



3. Remove both rear wheels from the vehicle and set aside for now. Identify which arms go on the Driver's and Passenger's side of the vehicle to avoid confusion. The **Camber Arms** (longer arms) can only be installed on the correct side. The **Trailing Arms** (shorter arms) can be either side depending on whether you want the tabs and nuts facing forward or backward.



4. Work on one side of the vehicle at a time. First, removing the OEM Control Arm (arm near the shock) using the 18mm wrenches and replacing it with the AAD Performance Adjustable Control Arm.





NOTE: There are two options for gaining access to the retaining bolt for the Upper Tension Arms. Select one option (Step 5A or 5B) based on the tools you have available and use that option for both sides of the vehicle.


5A. RECOMMENDED OPTION

Support the rear suspension cradle with a hydraulic floor or transmission jack. Loosen the 4 bolts that hold the cross member in place, then lower the cross member 4-6" to gain access to the chassis-side retaining bolt for the OEM Rear Upper Tension Arm (front, upper arm). **NOTE:** During this step, it may be necessary to detach the Rear Shocks (upper mount) and/or lower the rear of the Exhaust to allow the cradle to drop far enough. If dropping the cradle more than a few inches also pay attention to the brake line retainer, it may need to be removed.



5B. Using an air saw or Sawzall, cut a small notch in the sheet metal that obstructs access to the Upper Tension Arm chassis-side retaining bolt. Loosen the retaining bolt enough to allow a saw blade to reach the bolt, then use the saw to cut the head off of the OEM bolt and remove it. It is recommended to use lubrication such as WD-40 during cutting. Perform this step for each side of the vehicle.



<p>6. With access to the bolts gained, remove the OEM Upper Tension Arm and replace with the AAD Performance Adjustable Arm. Torque the retaining bolts to approximately 85lb-ft of torque. If you used 5B and cut the OEM bolt, Use M12x60 bolts for the chassis-side retaining bolt if they were cut.</p>	
<p>7.</p>	<p>Repeat steps 4 through 6 for the other side of the vehicle. If you lowered the suspension cradle during assembly, raise it back into place now and re-tighten the retaining bolts to approximately 120lb-ft.</p>
<p>8.</p>	<p>Reinstall the wheels on the vehicle and carefully lower it from the jack stands.</p>
<p>9.</p>	<p>Any time you make a suspension adjustment, for best results we recommend taking your vehicle to a qualified Alignment Shop to have them verify that everything is dialed in exactly as it should be. Take your extra Alignment Tabs with you so that if you need to make a change there, you can do so.</p> <p>If you are unable to achieve the Camber adjustment desired with the tabs included, please record which tabs you tried and in each arm and the resulting Camber values. Usually this information is enough for us to send you the correct tabs to get it exactly right. Also, if you notice a large difference in Camber from one side to the other in the rear even with the same tabs – there is a good chance that the Rear Subframe is offset to one side. A good alignment shop can usually shift the cradle to be more centered, contact us if you need more information regarding this process or issue.</p>
<p>Care and Maintenance:</p>	<p>These parts require little or no ongoing care or maintenance. We do recommend that 1-2 weeks after installation you re-check torque on all nuts and bolts touched during assembly (including wheel lug nuts!) to verify nothing has loosened up.</p> <p>The bushings are lubricated when we assemble the parts and should not require more lubrication for years. If, however, you experience squeaking from any arm, let us know and we'll help you work through adding more of the (included) lubrication to stop the noise. Lubrication should be applied between the steel bushing sleeve and the urethane, and not the aluminum arm body and the urethane to prevent squeaking and unnecessary wear.</p>



CONGRATULATIONS! You have completed the installation of your AAD Performance Rear Adjustable Control Arms. If you have questions or comments about the installation, please email sales@allanglesdesign.com or contact us on our Facebook Page at facebook.com/AllAnglesDesign We sincerely thank you for your purchase and hope you enjoy this and other AAD Performance products.