RSK460 – G-Body Rear Suspension Kit (TCA039, UTCA006)

NOTE: When performing this installation it is recommended to do one side at a time. Removing both lower control arms at the same time allows the rear end to shift making installation more difficult.

Rear Lower Control Arm (TCA039) Installation:

1. Lift vehicle and support with jack stands under the frame rails.
2. If equipped, remove all 4 sway bar bolts and remove the sway bar.
3. Remove both bolts from one control arm and remove the arm.
4. Clean the bushing mounting surfaces in the frame. Lube the outside of the bushings using a silicone based polyurethane lube.
5. Install the new control arm but do not tighten the bolts. Repeat steps 3-5 for the other side.
6. Once both new control arms are installed and bolts are finger tight, load the rear suspension by placing the jack stands under the axle. It is necessary when using polyurethane bushings to properly load the bushings before tightening the mounting bolts. ***NOTE:*** *tightening the control arm bolts with the rear end hanging results in bushing preload and can cause irregular ride height and premature bushing wear.*
7. Tighten bolts to 80 ft/lbs.
8. Re-install the sway bar.
9. Using a grease gun with a silicone based polyurethane lube, lube each grease fitting with 4-5 pumps. For maximum longevity, re-grease at 500 miles and then every other oil change.
10. Lower vehicle.



This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, Buyer assumes all risk of any damage caused to the vehicle or person during installation or use of this product.

UTCA006 - UPPER CONTROL ARM INSTALLATION

Upper control arms, DOM, non-adjustable, polyurethane bushings

Rear Upper Control Arm (UTCA006) Installation:

1. Lift vehicle and support with jack stands under the frame rails.

2. Unbolt both bottom shock mounts. Using a jack, lower the rear end being careful not to damage the rubber brake line.

3. If equipped, remove the differential vent line bracket.

4. Remove all 4 bolts from the control arms and remove both control arms.

5. If you are using new polyurethane differential bushings, spray the factory bushings with penetrating oil and drive them out with a hammer or air punch (Some cars may require professional installation for this bushing but most will come out with a little patience). Once the bushings are out, clean and lube the bushing holes and drive the new bushings into place. Grease the outer mounting surfaces of the bushings.

6. Install the new upper control arms and leave the bolts finger tight. If using the adjustable control arms, adjust them to the factory length, using the factory control arms as a guide. Once adjusted to the proper length, tighten the adjuster jam nuts.

NOTE: *Loctite blue is recommended to prevent the jam-nuts from loosening. Loose jam-nuts can cause automatic adjustment and will also wear out the threads on the adjuster and the threaded inserts.*

7. Lift rear end, attach lower shock bolts and tighten. If you are using control arms equipped with spherical bearings you may proceed to step 9.

8. Support the car by the rear end to properly load the polyurethane bushings and tighten all bolts.

NOTE: *tightening the control arm bolts with the rear end hanging results in bushing preload and can cause irregular ride height and premature bushing wear.*

9. Torque all four bolts to 80 ft./lbs.

10. Using a grease gun with a silicone based polyurethane lube, lube each grease fitting with 1-2 pumps. For maximum longevity, re-grease at 500 miles and then every other oil change.

11. Lower vehicle.



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Attention: Polyurethane and Delrin bushings must be properly lubricated with a full synthetic grease only

A full synthetic grease must be used to lubricate the inner sleeve via the grease fitting, contact points such as the outside faces of the polyurethane bushing must also be greased. We recommend Green Grease/Super Lube full synthetic grease for best results.



Do not install bushings dry. Lack of proper lubrication may cause squeaking, binding, premature wear, reduced performance, or damage to the bushings and related components. Bushings should be inspected and re-greased as needed, especially in harsh driving conditions or high-use applications.

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