



Install Guide Rear Live-adjustable Control Arms



Application - Tesla Model 3 / Y
- models 2017-on

(Always refer current catalogue listing)

Contents - 2x live adjustable control arms
- with performance bushings
- (KTA326 / 327 / 328 / 329)

- Raise vehicle evenly and safely support with a hoist or stands.

Never rely on a Jack only

- Proceed to remove rear wheels.



IMPORTANT - remove and install 1 arm at a time



- Next - remove the series of 10mm bolts from the rear section black plastic under-tray.
- Start to Un-bolt original control arm, using either 18mm or 21mm spanners.
- All original bolts will be re-used.

Refer Page 2 -

Note: These components must be fitted by a qualified person only, as per the manufacturers service manual. Also, that all relevant safety procedures are followed in addition to above.



Install Guide Rear Live-adjustable Control Arms

Continued - page 2 -

NOTE - for the upper front arm (**KTA328**) lowering of the sub-frame slightly will be required to remove the inner bolt, due to it hitting the floor - refer RH image.

You may wish to support sub-frame with a stand.

Loosen the 4 main sub-frame bolts approx. 15mm (no need to remove bolts completely).

Using a pry bar with timber, have a 2nd person push sub-frame towards the rear while you attempt to un-wind/remove the bolt.



- Next, line the original arm up with the new adjustable unit.
- Use the original bolts to match length with original arm.

IMPORTANT - check there is similar thread exposed at both ends of adjustable arm

Refer LH image.

Refer Page 3 -

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Install Guide Rear Live-adjustable Control Arms

Continued - page 3 -

- Grease bushing internal diameter with supplied grease. Grease bushing face also. Lastly push steel tube back in.
- Proceed to bolt up new adjustable arms using original bolts.

Lower trailing arm pictured here -
(KTA329)



- Refer LH image with 3 sets of arms installed.
(KTA326/327/328)

Note - for proper camber adjustment, BOTH upper arms will be required (KTA326 and KTA328) - both arms need to be adjusted simultaneously.

The very front "Toe" arm (KTA327) should also be checked while adjusting camber.

IMPORTANT - vehicles with excessive negative camber - check drive shafts have sufficient end float to prevent any drive-line damage.

- Road test - re-check all nuts after 500kms

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