

Install Guide Rear Live-adjustable Control Arms



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 -

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

(Always refer current catalogue listing)

Contents - 2x live adjustable control arms

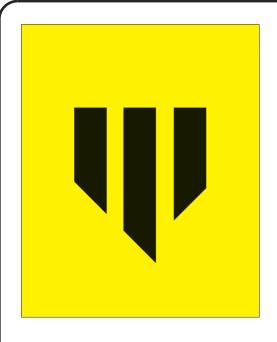
- with performance bushings
- (KTA326 / 327 / 328 / 329)
- Raise vehicle evenly and safely support with a hoist or stands.

Never rely on a Jack only

Proceed to remove rear wheels.



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.



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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.





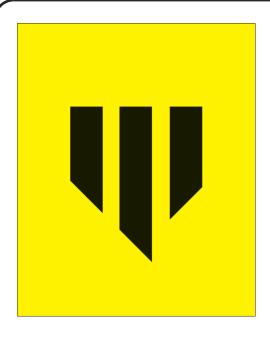
- Next, line the original arm up with the new adjustable unit.
- Use the original bolts to match length with original arm.

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

Refer LH image.

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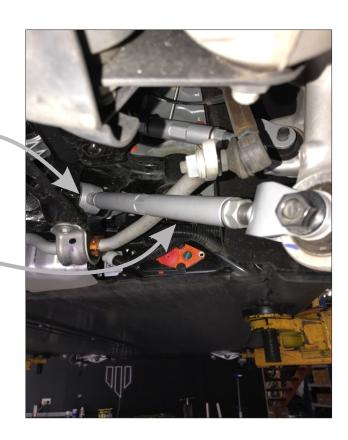
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- Grease bushing internal diameter with supplied grease. Grease bushing face also. Lastly push steel tube back in.
- Proceed to bolt up new adjustable arms using original bolts.

Lower trailing arm pictured here - (KTA329)





- Refer LH image with 3 sets of arms installed. (KTA326/327/328)
- **Note** for <u>proper camber adjustment</u>, 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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