

**INSTALLATION NOTES**

PROFESSIONAL INSTALLATION IS STRONGLY RECOMMENDED!

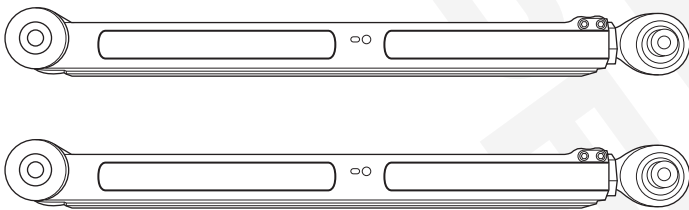
If you intend to do this installation yourself, please use extreme caution when working under a vehicle that is supported with jack stands. Serious injury or death can occur.

Read through entire installation manual to ensure that you understand all of the steps before proceeding with installation. If these instructions are not properly followed, severe frame, suspension, and tire damage may occur. Product failure or vehicle damage caused by improper installation will not be covered under warranty!

Remove all contents from the package and inspect for any damage. Also, verify that all components listed are included before you begin installation. If anything is missing or damaged please contact us at [customerservice@cyc-engineering.com](mailto:customerservice@cyc-engineering.com) - IMPORTANT: DO NOT INSTALL DAMAGED PARTS!

**COMPONENTS**

Qty: 2 Qty: 2 Rear Lower Links Arms



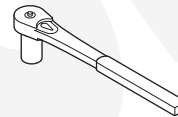
**TOOLS REQUIRED**



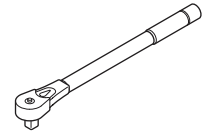
Jack Stands



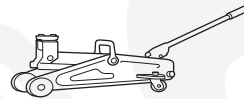
8mm Allen Wrench



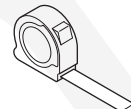
12mm, 19mm Socket



Torque Wrench



Jack



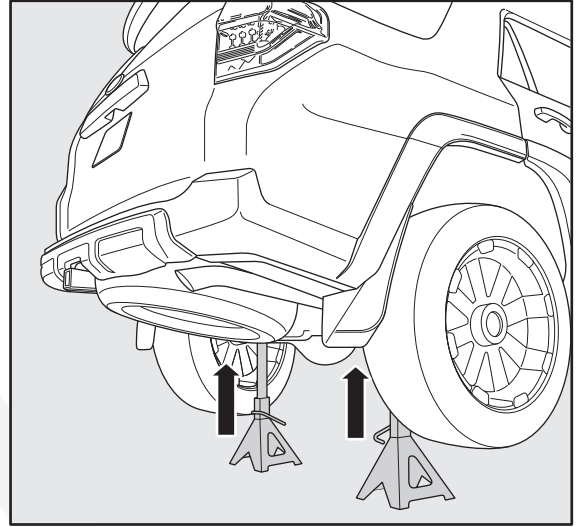
Tape Measure

# ADJUSTABLE REAR LOWER LINK ARMS

SKU# 150208-435800

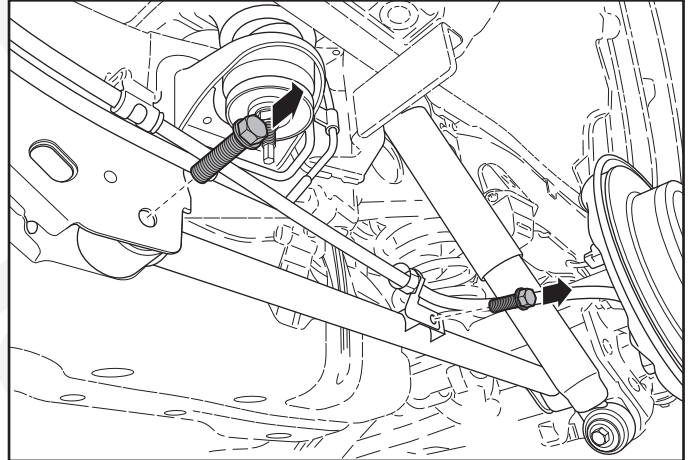
# RSO SUSPENSION

1. Chock your front tires and then raise the rear tires off the ground using a properly rated jack and jack stands. Ensure the vehicle is properly supported then remove the rear tires.

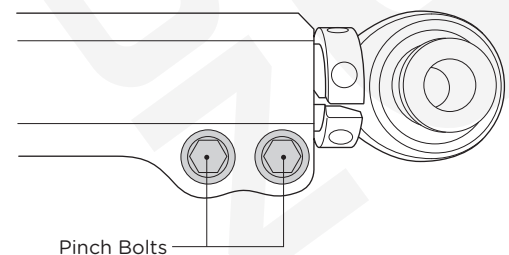


2. Use a hydraulic jack to raise the axle and remove any tension on the rear suspension.

3. Use a 12mm socket to remove the parking brake line bracket from the factory rear lower link arm. Use a 19mm socket to remove the factory hardware from the axle side and frame side of the link arm mounts. Retain the factory hardware as it will be reused for installation of the new RSO Adjustable Rear Lower Link Arms.



4. Use an 8mm Allen Wrench to loosen the pinch bolts on the RSO link arm and adjust the rod end and adjustment collar so the RSO link arm matches the length of the factory rear lower link arm. This will work as your base starting length and make final adjustments quicker. Once adjusted to the same length hand tighten the pinch bolts but do not torque down.

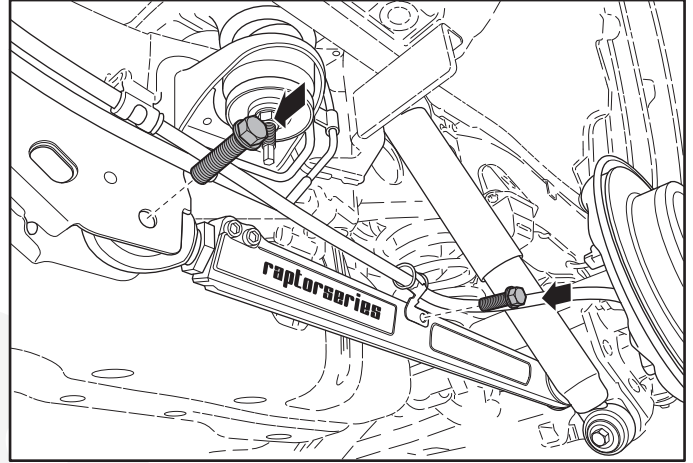


## ADJUSTABLE REAR LOWER LINK ARMS

SKU# 150208-435800

**RSO**  
SUSPENSION

5. Mount the included misalignment spacers into the rod end and install into the frame side mount, secure the link arm using the factory hardware. Do not torque down until all adjustments are finalized. Insert the bushing into the axle side link arm mount and secure using the factory hardware. Do not torque down until all adjustments are finalized. Mount the parking brake line bracket on the RSO Rear Lower Link arms using the factory hardware and torque to 9ft/lbs.



6. Repeat the steps for the opposite side and leave all hardware hand tight. Lower the vehicle to the ground until the coil springs are supporting the full weight of the vehicle. Measure both sides of the vehicle to ensure the axle position matches. Measure the pinion angle to ensure it is within factory specs, you can adjust the length of the link arm to get more or less pinion angle as well as centering the axle in the wheel well. To ensure the adjustment collar and rod end do not rotate, ensure the cut in the collar lines up with the cut on the billet link arm. Once you have determined pinion angle and axle position are within spec, use a torque wrench to tighten the pinch bolts to 35ft/lbs, the factory mounting bolts on the frame side to 110ft/lbs and the factory mounting bolts on the axle side to 96ft/lbs. If your vehicle is equipped with KDSS, reference the factory owner's manual for reactivation steps.

7. We now recommend a professional alignment. Check all hardware after 100 miles of driving and retorque as necessary.

## **REGULAR MAINTENANCE SCHEDULE**

Link Arms are essentially maintenance free, however the bushings and rod ends are consumable components. See Signs of Wear below for more information.

For the rod ends, a visual inspection at every oil change is recommended to detect any accumulation of dirt or debris.

## **CLEANING & LUBRICATION**

Should dirt accumulate on the rod ends, flush out components with WD40 and reapply a dry lubricant containing Teflon (PTFE).

## **SIGNS OF WEAR**

Excessive back and forth play or rattling in the bushings indicates wear. In such instances, it is imperative to replace the affected parts promptly.

Excessive back and forth play in the rod ends indicates wear. In such instances, it is imperative to replace the affected parts promptly.

You can order replacement parts at [www.cyc-engineering.com](http://www.cyc-engineering.com)

Replacement Part numbers for this particular SKU are listed below for your reference.

SKU: REP-BUSHING-13-KIT (Replacement Rubber Bushings)

SKU: REP-JM16T-KIT (Replacement Rod Ends)

## **TECHNICAL NOTES**

It is crucial not to exceed 3.25 inches of adjustment from the center of the rod end to the edge of the upper link arm. Failure to adhere to this limitation may void warranty coverage.