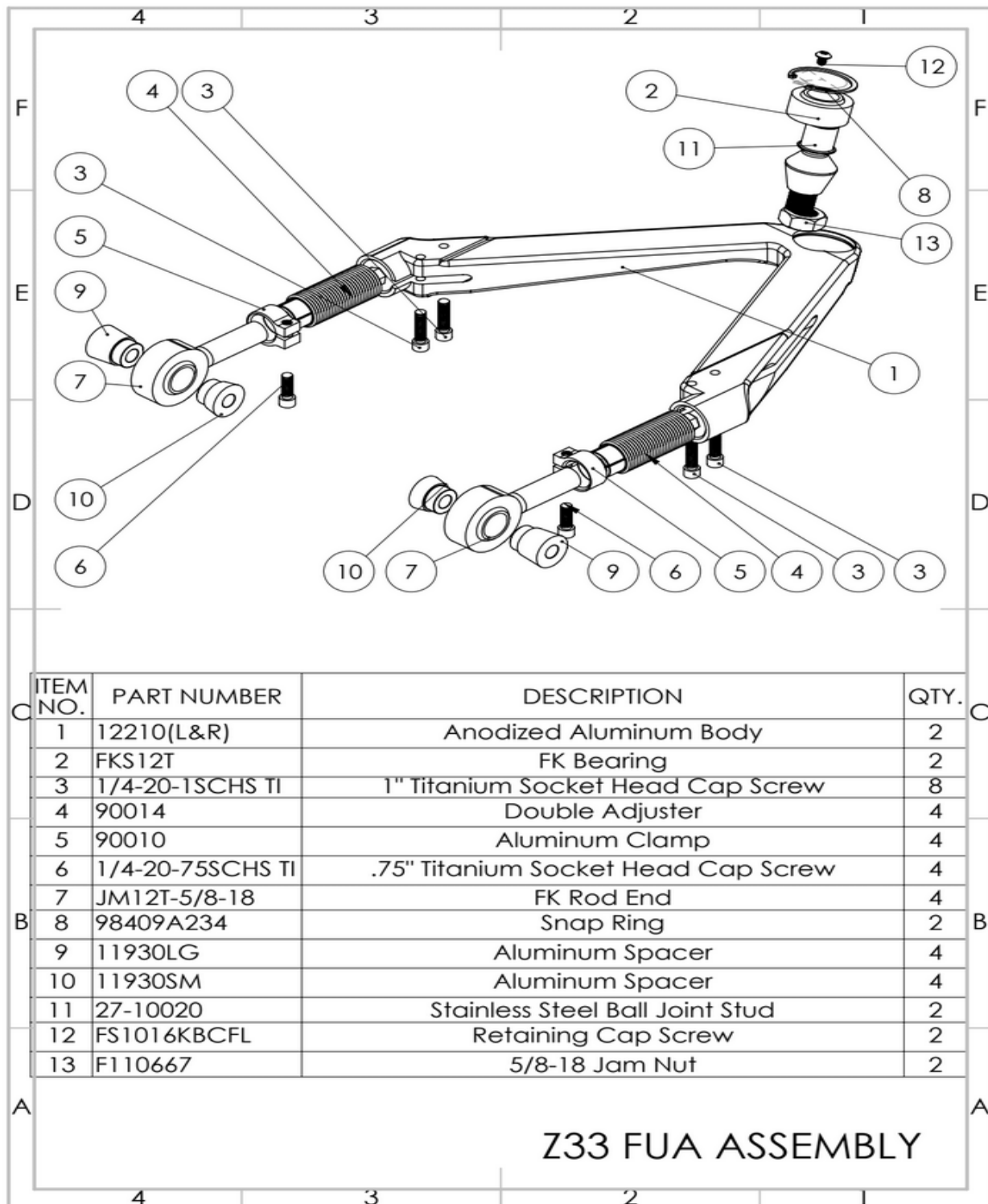
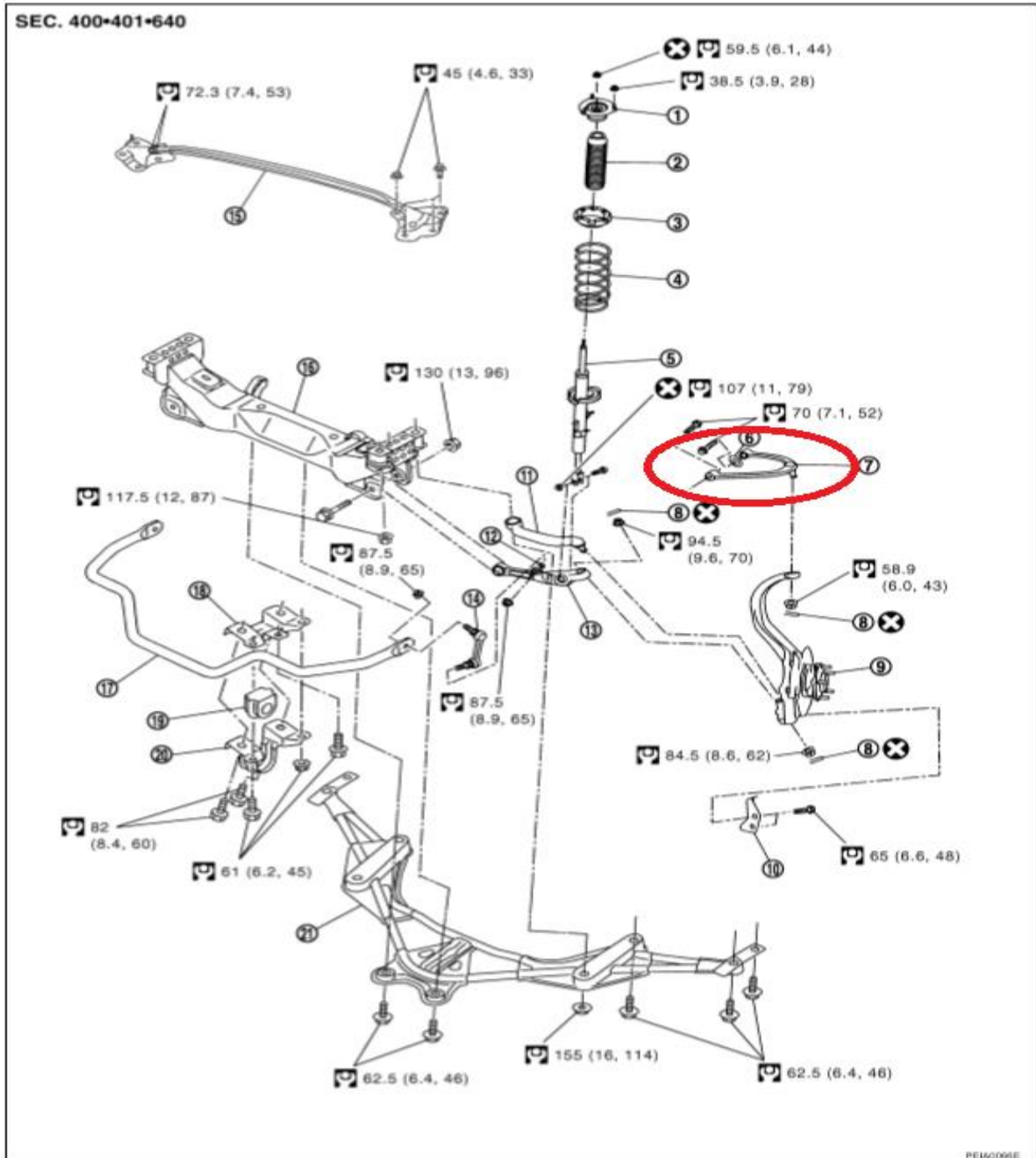


Front Upper Control Arms Installation Instructions SPL FUA Z33





Thank you for your purchase of this SPL Parts performance suspension product. Please follow these instructions exactly to ensure that the product is able to function to the best of its ability, and you can achieve the most performance out of your vehicle.

1. Apply the parking brake and shift your vehicle to park for an automatic transmission or 1st gear for a manual transmission.
2. Jack up the front of your vehicle so that the front tires are no longer touching the ground. Place jack stands in the factory recommended locations to safeguard both the vehicle and yourself from harm.
3. Remove the front wheels off of the vehicle and place them to the side.
4. Remove the OEM front upper control arm from the subframe and knuckle of the vehicle. The arm is pictured in the above blow up view of the suspension. Remove the knuckle side by removing the nut that is holding the ball joint in place.
5. Take the SPL arm and hold it next to the OEM arm you just removed. Adjust the FK Rod End (2) and Double Adjuster (4) to line up with the bolt holes and ball joint so that the OEM arm and the SPL arm are the same length. This will make it easier to align the vehicle after installation. Once the arms are the same length, tighten all Blue Titanium Socket Head Cap Screws (3,6) to 150 **in.-lb.**
6. Install the subframe end of the SPL arm first. The smaller Aluminum Spacer (10) goes in the middle, while the larger Aluminum Spacer (9) goes on the outside. Make sure that the FK Rod End is in the middle of its articulation when installing it into the subframe. This will ensure that the SPL arm has the ability to move through its suspension travel without binding, and that the FK Rod End will not wear prematurely. More details regarding the Double Adjuster are at the end of the instructions.
7. Slide the Stainless Steel Stud (11) into place.
8. Tighten the bolts at the subframe to 52 **ft.-lb.** and the Jam Nut (3) to 43 **ft.-lb.**
9. Repeat the process on the other side of the vehicle.
10. Place the wheels back on the car.
11. Jack up the car and remove the jack stands, then slowly lower the vehicle back down onto the ground.
12. Take your car to a professional alignment shop. Make sure to bring these instructions to confirm that the arm is adjusted correctly.

13. Be safe, and enjoy your new upgrade!

Adjusting Camber

Lengthen or shorten both Double Adjusters at the same time.

For **positive** camber, **lengthen** both Double Adjusters.

For **negative** camber, **shorten** both Double Adjusters.

Adjusting Caster

Lengthen or shorten one Double Adjuster at a time.

For **more** caster: shorten the Double Adjuster towards the rear of the vehicle, or lengthen the Double Adjuster towards the front of the vehicle.

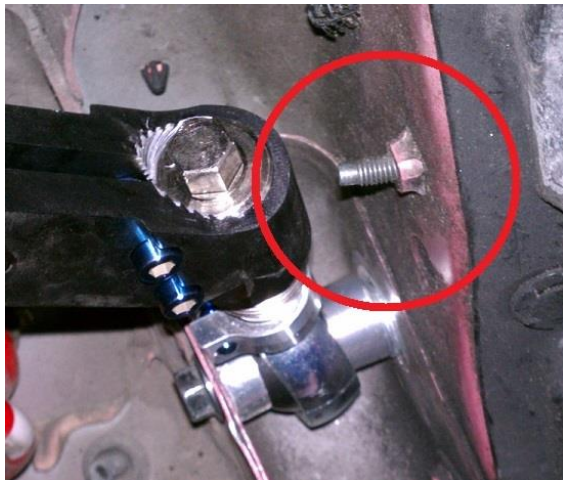
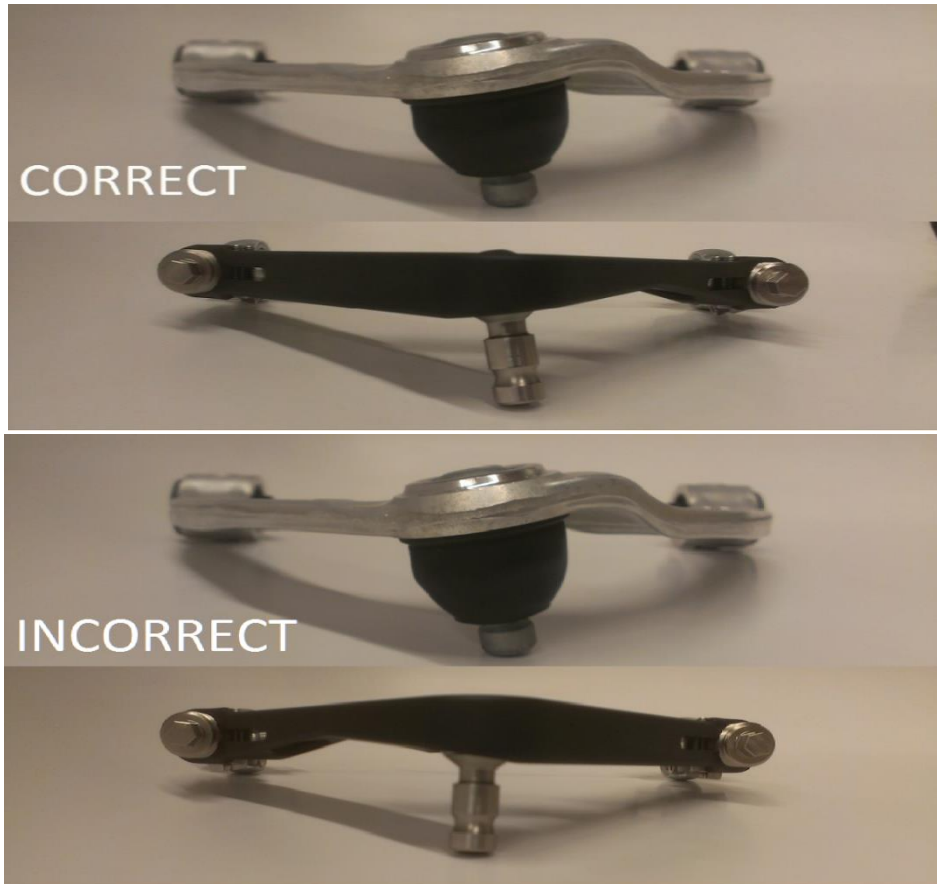
For **less** caster: lengthen the Double Adjuster towards the rear of the vehicle, or shorten the Double Adjuster towards the front of the vehicle.

Please refer to the Double Adjuster instructions towards the end of these instructions.



When all adjustments are finished, make sure the Aluminum Clamps (5) are orientated downward to allow maximum clearance to the chassis. Tighten all Blue Titanium Socket Head Cap Screws and torque to 150 **in.-lb.** Make sure the arm has proper clearance to the chassis. **DO NOT OVERTORQUE.** *SPL Parts is not liable for any issues due to overtorque.*

The following images show the correct way to determine what arm goes on what side of the vehicle. Match up the SPL arm with the OEM arm by observing the canted ball joint. This will allow proper articulation of the ball joint.



Here is a picture of the bolt that holds down the power steering reservoir. Make sure to replace this bolt with a shorter one or grind this bolt down as you may encounter contact issues when reducing caster.

IF YOU ARE RUNNING YOUR CAR VERY LOW

You will need to shave the casting nub off of the back side of the knuckle on the curved portion leading up to the upper arm. Otherwise, it can interfere with the upper control arm. It is not a bad idea to do this regardless.

**Maintenance**

Regularly inspect all Blue Titanium Socket Head Cap Screws for tightness. About once a year, ensure the tightness of the black allen head flange bolt ball joint location, and inspect all FK Rod Ends and bearings for axial play.

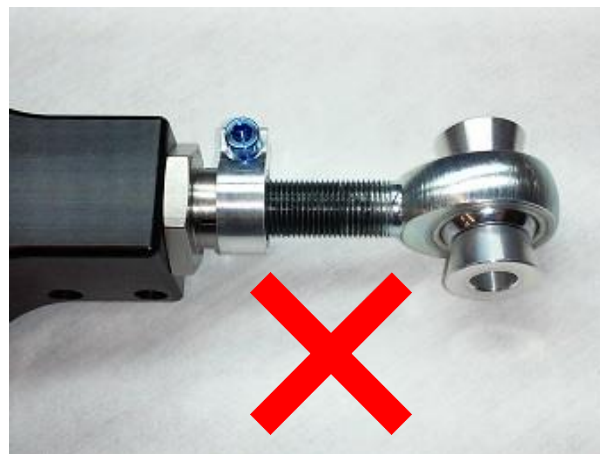
SPL Double Adjuster

The hybrid adjuster is what is known as a **double adjuster**. On the outside, the thread is left-handed. On the inside, the thread is right-handed. When the suspension arm is installed, turning the hybrid adjuster will allow you to lengthen/shorten the assembly.

When lengthening/shortening, be sure to keep the arm and rod end from freely rotating when you turn the adjuster. Do not make the following mistakes (threading out **only** the adjuster or threading out **only** the rod end):

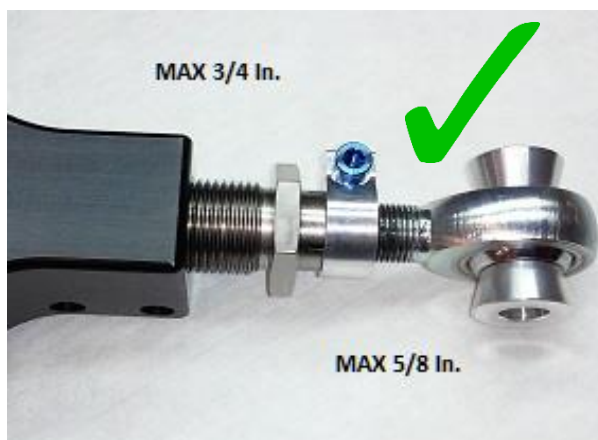


Overextended adjuster.



Overextended rod end.

The next picture shows a properly threaded adjuster. The rod end (heim joint) will thread out about 2/3 the length of the adjuster. Note the maximum adjustment limits shown.



You'll notice in the pictures that the threads of the rod end and the adjuster have some dark material on them. That is anti-seize compound we apply to all of our products so that adjustments should be easy and trouble free for quite some time.

The advantage of the hybrid adjuster is that you can easily keep the rod end bearing centered during and after alignment. Make sure to keep the bearing centered as shown.



ONE-YEAR LIMITED WARRANTY AND DISCLAIMER

All SPL brand products are intended for **Off Road Use Only** and carry a one year limited warranty. See below for details. All other branded products carry their respective manufacturer warranty.

SPL PRO suspension products warranted to be free of defects in material and workmanship for one (1) year from the date of purchase.

If a product fails to meet specifications, SPL PARTS INC will, at its election, repair, replace, or make appropriate adjustment, if SPL PARTS INC determines to its satisfaction that the product is defective in material or workmanship, i.e. contains a defect arising out of the manufacture of the product and not a defect caused by other circumstances, including, but not limited to accident, misuse, abuse, unforeseeable use, neglect, alteration, improper installation, improper adjustment, improper repair, or failure caused by other equipment or interaction with other equipment. SPL PARTS INC is not responsible for labor charges, removal charges, installation, or other incidental or consequential costs. In no event shall the liability of SPL PARTS INC exceed the purchase price of the product.

SPL PARTS INC makes no other warranties, either expressed or implied, including limitation warranties as to merchantability or fitness for a particular purpose. SPL PARTS INC shall not be liable for, and buyer assumes all risk of, any advice or failure to provide advice by SPL PARTS INC to buyer regarding the product or use and installation of product. SPL PARTS INC shall not be liable for any special, incidental or consequential damages.

If the purchaser of the product shall fail to pay when due any portion of the purchase price, or fail to meet any terms required under contract agreed on at time of purchase, all warranties and remedies granted may be terminated.

Using any SPL arm as a tie/strap down point for a dyno session or transport will void the warranty.