

# Front Lower Control Arm Kit Installation Instructions SPL FLCA E9X & F8X

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**TOOLS NEEDED:**

21mm wrench  
Prybar  
1/2" Allen Wrench

15/16" Socket  
3/16" Allen Wrench

**Instructions:**

1. Jack or raise the front end of the car and remove the front wheels.
2. Disconnect the headlight aiming sensor if car is equipped with it.
3. Remove the 21mm ball joint nut at steering knuckle, then the 21mm fastener at the subframe end of the arm. There is a clip-on bracket that must be removed from the nut to remove it.

4. Use a prybar to remove the arm from the steering knuckle, then remove the control arm. The ball joint isn't a press fit, so it should come out easily.
5. Install the control arm at the subframe end first, then at the knuckle. Make all nuts are finger tight. The use of spacers will vary, but we advise that all should be used to maintain steering characteristics.
6. Tighten the bolts at the subframe to **73.7 ft. lbs** .(100N/M), and the Allen head shank to **110 ft. lbs**. Make sure to lubricate the threads; motor oil is fine. Tighten the 3/16" Allen bolt on the collar.  
**DO NOT OVERTORQUE!** *SPL Parts is not liable for any issues due to overtorque.*
7. Have the car professionally aligned, as replicating the original settings is nearly impossible. It may be necessary to adjust the toe in order to drive the car to an alignment shop.
8. Be safe and enjoy your new upgrade!

## SPL Double Adjuster

The double 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.*



Properly adjusted.

This 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

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*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.**