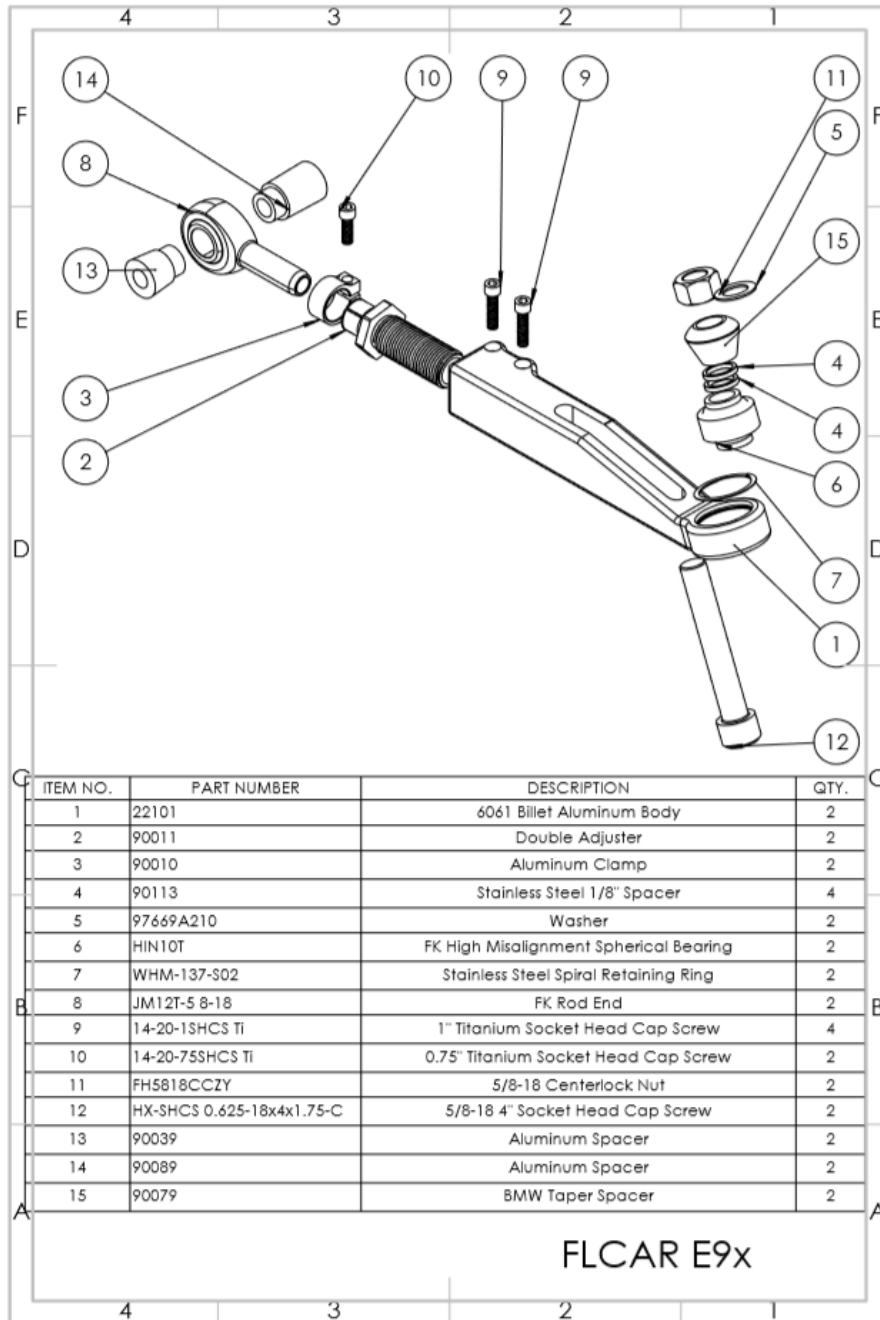


Front Lower Control Race Version Installation Instructions SPL FLCA E9x



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. Jack or raise the front end of the car and remove the front wheels.
2. Disconnect the headlight aiming sensor if the car is so equipped.
3. Remove the ball joint nut at steering knuckle, then the fastener at the subframe end of the arm.
4. Use a prybar to remove arm from steering knuckle, then remove the control arm. The ball joint isn't a press fit, so it should come out fairly easily.
5. Place the OEM arm next to the SPL arm, and lengthen the SPL arm to match the OEM arm as closely as possible. Adjust from the hex on the adjuster, do not rotate only the adjuster or only the rod end.
6. Tighten the Blue Titanium Socket Head Cap Screws (9, 10) on the collar until the assembly is unable to rotate, a maximum of 150 **IN. lbs. DO NOT OVERTORQUE.**
7. Install the SPL Parts Control Arm at subframe end first where the two FLCA Spacers (13, 14) should fit, then install at the knuckle.
8. The 5/8-18 Bolt (12) should go through the spherical bearing (6), followed by the tapered spacer (15) into the knuckle. The use of roll-center spacers (4) at the knuckle will vary, **but you must make sure to use the tapered spacer (15).** If this is not done, the arm may interfere with the knuckle, which could cause failure. Make all of the Nuts finger tight.
9. Tighten the bolts at the subframe to 74**ft. lbs.** (100N/M), and the 5/8-18x4 Socket Head Cap Screw (12) to 110 **ft. lbs.** Make sure to lubricate the threads; motor oil is fine. *SPL Parts is not liable for any issues due to overtorque.*

10. If your car is at ride height, the tapered spacer (15) should mimic OEM roll center. If you have lowered your vehicle, you will need to use the roll center spacers (4). If you have a lowered vehicle, you must sweep your suspension from full droop to full compression to ensure the bearing (6) does not go out of articulation anywhere in the suspension travel. Not doing this could result in **dangerous** bearing failure. We suggest removing the spring from the shock/coilover to make sure the suspension is travelling through its full sweep, as the shock should be the limiting factor of your travel, not our arm.

11. 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. Take these instructions with you to ensure that the arm is adjusted correctly.

12. Be safe, and enjoy your new upgrade!

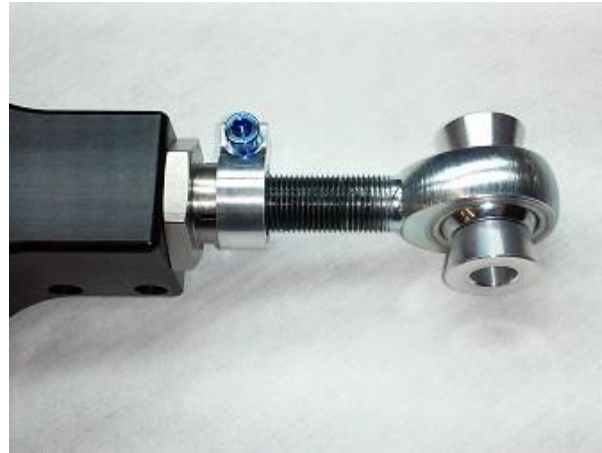
SPL Double Adjuster

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.

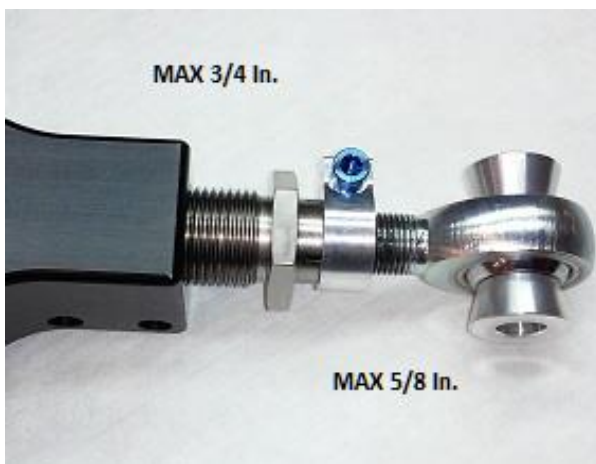
When lengthening/shortening, be sure to keep the arm and rod end from freely rotating when you turn the adjuster. Do not make the following mistakes (threading out **only** the adjuster or threading out **only** the rod end):



Overextended adjuster.



Overextended rod end.



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 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.