

Rear Upper Arms Installation Instructions

SPL RUA MX5 - Miata

**TOOLS NEEDED:**

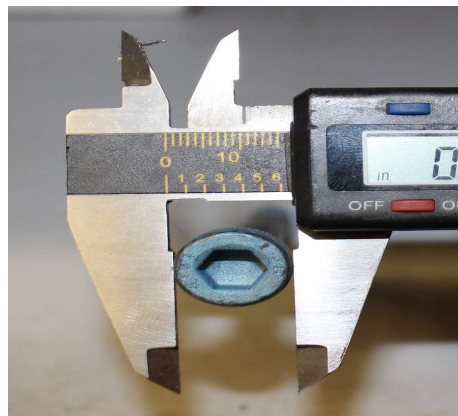
14mm wrench and socket 15mm wrench or socket 8mm allen wrench
Drill with step bit or grinder 3/16 allen wrench Adjustable wrench

Instructions

1. Remove bolts 1, 2, and 3, using the 14mm socket and wrench.



2. Measure the head of the 120mm bolt to make sure you have the correct size drill or grinder.



3. Drill out the outer most tab, front or rear doesn't matter but only one so the head of the 120mm bolt can slide through.

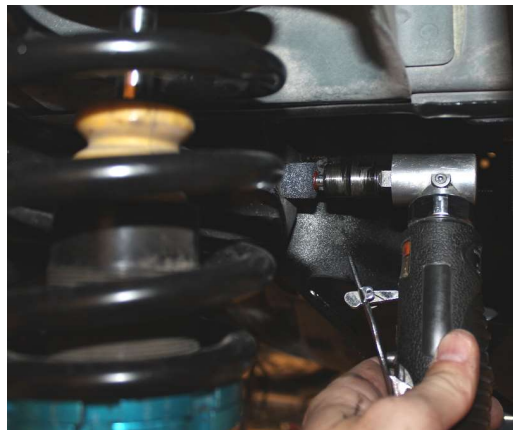


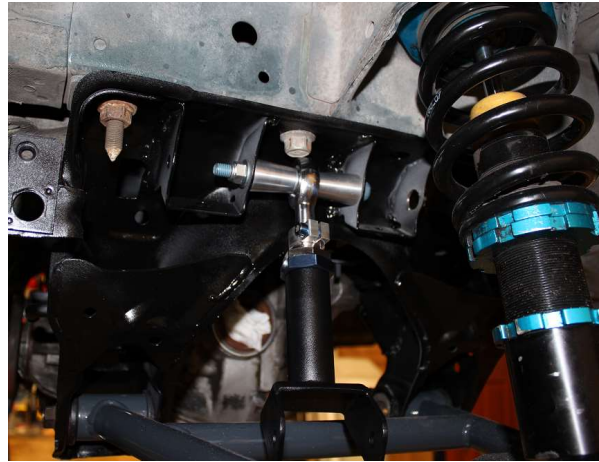
Illustration 1

4. Make sure the 120mm bolt will slide through the newly widened hole.



5. Measure from the center of bolt hole 1, 2 to the center of bolt hole 3 and set your new arm to that length. Please refer to Illustration 1.

6. Put your new arm in the middle of both tabs and install the 120mm bolt using the 8mm allen wrench and the 15mm wrench or socket.



7. Attach the arm to the knuckle and re install the OEM bolt using the 14mm socket and wrench.

8. Torque all bolts to spec and make final adjustments. **DO NOT OVERTORQUE!**

SPL Parts is not liable for any issues due to overtorque.

9. Tighten the clamp on the hybrid adjuster using the 3/16 allen wrench to **150 in-lb** and lock down the blue jam nuts using the adjustable wrench. **Note:** make sure the orientation of the clamp provides the maximum clearance to the subframe.

Torque specs:

120mm bolt..... **45ft lbs**

14mm bolt.....**45ft lbs**

SPL Hybrid Adjuster

The hybrid adjuster is what is known as a **double adjuster**. On one side the thread is left-handed and on the other side the thread is right-handed. So 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):



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

This jam nut should be tightened against the body of the arm. To properly tighten the jam nut, hold the adjuster hex with a wrench, then use a second wrench to tighten the jam nut.



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. All parts for warranty claims must be returned to SPL PARTS INC in order for the claim to be processed.

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