

# SPL Bumpsteer Adjustable Toe Arms

## Porsche 996/997/Boxster/Cayman

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### Tools needed:

**18mm wrench 19mm wrench 24mm wrench/socket Deadblow hammer  
3/16in allen wrench**

Jack the car up and remove the wheels. Next remove the 4 bolts at the rear of the frame that hold the swaybar, and let it drop out of the way. This enables access to the toe arm bolts. Next loosen the toe arm bolts at the chassis end first, using an 18mm or socket. The only way to remove this bolt is by removing the nut and washer, you can not turn the bolt itself.

After removing the bolt at the chassis end, loosen the nut at the rotor/knuckle end until most of the shank threads are showing. Then hit it with a deadblow hammer, or use a piece of wood over the top of it and a regular hammer. This should pop the shank loose, and the toe are should now be free for removal. A really stubborn shank may need a tie rod end remover with a jaw of 50mm or more.

Before installation of the new arms begins, try to get the new arms as close as possible to the length of the old ones. You can either measure the old arms center to center of the chassis and knuckle ends, or lay them side by side with the new arms. This will allow you to drive to your alignment shop and save excess wear on your tires.

Begin at the chassis end of the arms and tighten the nut to 75 ft-lb, then move to the knuckle/rotor end. Insert the shank into the rod bearing. Use 2 supplied silver colored nuts, jam 2 nuts together to help hold the shank. **Torque nut on top of knuckle to 40 ft-lbs. DO NOT USE IMPACT GUN OR OVERTORQUE** otherwise strength of tie rod end will be severely compromised.

Remove the 2 silver colored nuts.

Install supplied stainless steel spacers to adjust bump steer. You will want to try to make the angle of the tie rod set up match the angle of the lower control arm. The lower the car the more spacers you will use. Test and adjust from there. NOTE: With more spacers the tie rod will be pushed closer to the rotor. As long as there is clearance no matter how close, they should never touch.

Install locking nut on bottom. This nut will take some effort to thread (about 20 ft-lbs of torque) as it is a metal crimping/locking nut. **TORQUE TO 30 ft-lbs.**

Check for binding or any problems. Check that the spherical bearing does not bind (the edge of the ball bearing hitting or close to hitting the housing) under any situation as shown in the picture below.



Note that the toe arm rod end can rotate freely, so the picture on left is not binding even though the edge of the ball is touching the housing.

Tighten down the 2 collars at each end of the toe arm using a 3/16in allen wrench. When getting the car aligned, please adjust toe by turning the turnbuckle.

Reattach the sway bar, tightening the four bolts to 17 ft-lb.

## Length adjustment of toe arms

Our toe arms are preset to a specific length, but in certain cases it may be necessary to make them longer or shorter. The toe arm ends can be lengthened or shortened on the car using the following procedure:

Loosen the collars on both ends of the turnbuckle. Turn the hex buckle so as to thread in/out the rod end (spherical bearing side). Threading in/out the rod end will in turn thread out/in the buckle on the chassis side. Once the rod end is long/short enough, tighten down the collars. Note that for safe thread engagement, the maximum amount of exposed thread on the rod end should not exceed 0.7".

### **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.*

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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.*