

SPL REAR UPPER ARMS

Use the following two pictures to determine the orientation of the rear upper arms. The 2 arms are different and there is only 1 way they can be installed correctly, please be sure to read the following carefully!



The rear upper arms should be installed with the tubing closer to the traction rod, towards the front of the car, as shown

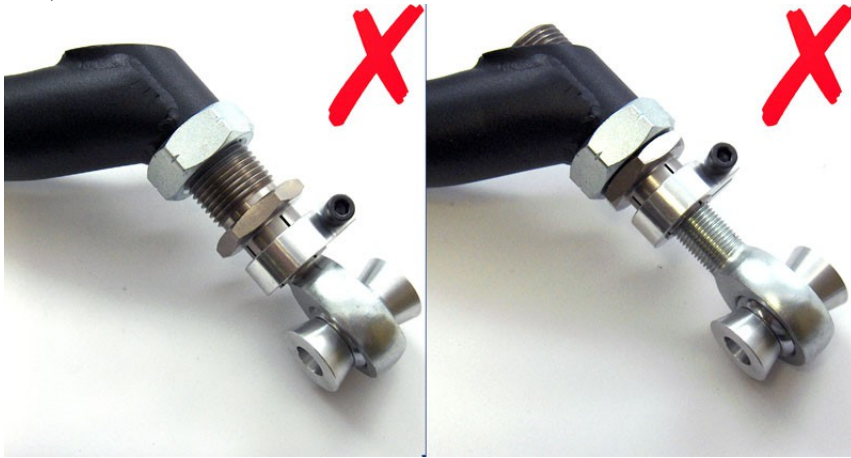


There is a small angle designed into the arm to allow it more clearance to the frame rail for lowered cars. If installed in the wrong orientation there will be LESS clearance to the frame rail than normal, and can result in damage or failure of the rear upper arms. Properly installed, the angle would be as shown

SPL HYBRID ADJUSTER

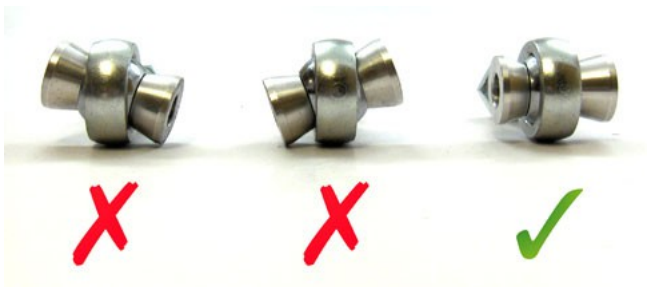
The hybrid adjuster is what is known as a **double adjuster**. On one side the thread is left-handed and on the other side the thread is right-handed. So when the suspension arm is installed, turning the hybrid adjuster will allow you to lengthen/shorten the assembly.

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.

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.