

Rear Camber Link Kit

Installation Instructions

SPL RLL E36 BMW

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. Chock the front wheels and loosen the lug nuts on the rear wheels.
2. Jack up the rear of the vehicle. Place jack stands in the factory recommended locations.
3. Remove the factory lower control arm from the knuckle and subframe.
4. Holding both ends of your SPL RLL E36 in place, rotate the middle turnbuckle so that it is the same length as the factory control arm. This will ensure you have an alignment that is capable of getting you to the alignment shop.
5. Place the rod end side of the RLL into the subframe, and using factory bolts, torque to 81 **ft.-lbs.** Make sure that the FK Rod End is in the middle of its articulation while installed. There is more information about this at the end of the document. Once the subframe side is torqued down, slide the knuckle side into place and place the factory bolt through the clevis. Torque to 81 **ft.-lbs.**
6. Once the arm is installed, torque down the Blue Titanium Socket Head Cap Screws with a 3/16 allen key to 150 **in-lb** maximum. This is generally accomplished with a normal 3/16" allen key, but make sure that the allen key is fully seated. The goal is to make sure the linkage cannot be rotated without excessive force.
7. Take your car to a professional alignment shop. Make sure **no more than 0.7"** of thread is exposed on each Rod End. Take these instructions with you to ensure that the arm is adjusted correctly.
8. Be safe and enjoy your new upgrade!



Make sure to keep the FK Rod End bearing centered during and after an alignment. The far-right image with the green check mark is the correct position.

Adjusting the Length of the Links for Alignment

Loosen the Aluminum Clamps on both ends of the Aluminum Dogbone. Turn the Dogbone so as to thread in/out the FK Rod Ends. Threading in/out the Dogbone will in turn thread out/in both rod ends. Once the assembly is the correct length, tighten down the Aluminum Clamps by torquing the Blue Titanium Socket Head Cap Screws (7) to a maximum of **150 in. lbs.**

Note the thread engagement on the rod end should not exceed the measurement pictured on the right (0.625"). For the Clevis (1) end, the same amount of thread can be exposed between the arm and the end of the Clevis.



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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.

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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.