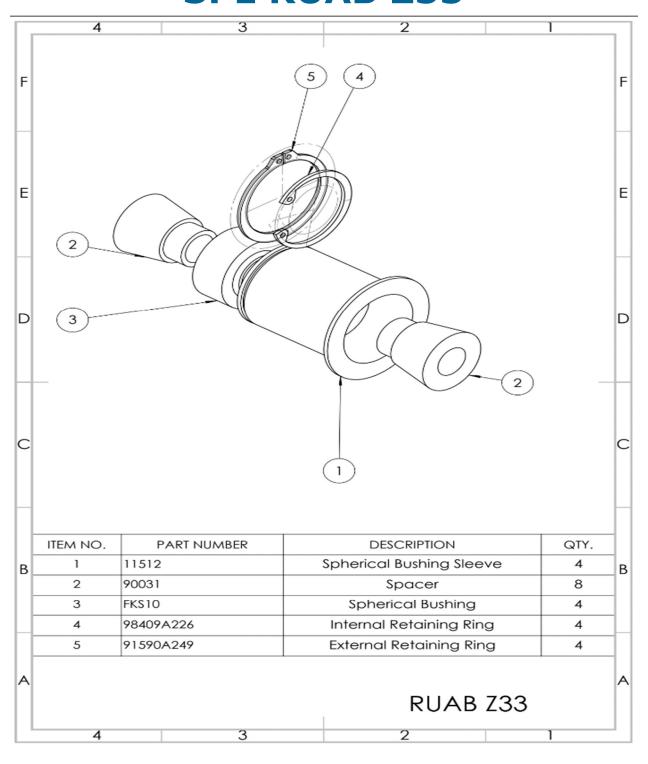


Rear Upper Arm Bushings Kit Installation Instructions SPL RUAB Z33





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.

The following picture shows how the correct way to press the bushings into the OEM arms. Please take note that the retaining clamp goes on the tapered sides.



Installed Bushings



Proper alignment of hole saw



Sleeve ready to be cut

The factory bushings will need to be drilled out with a 32mm hole saw. Make sure to keep the drill straight, parallel to the sides of the arm. Once the bushing has been drilled out, there will still be the bushing sleeve left to remove.

This can be done with a body saw using a narrow short blade of about 3 inches, which we recommend since working space is tight. Only cut the sleeve, not the arm. Cut at the base of the arm so if you go too far, you aren't weakening the arm. Go easy and take your time. You don't want to damage the rear arm.

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Note the two cuts in bushing sleeve

The sleeve can be removed once it has been cut all the way through in two locations lengthwise by prying the cut piece out with a narrow flathead screwdriver first, then collapsing the sleeve in on itself. After removal, carefully check the arm for and damage.

Some scratches and dings are normal, but the bore needs to free of burrs. Clean the insides of the arm in preparation for the new bushings to be installed, making sure the bores are smooth. After cleaning, measure the bore of the arms as well as the diameter of the bushings.

Confirm that the new bushing is between 1/1000 and 3/1000 inch (0.025mm to 0.076mm) larger than the bore on the knuckle. If this tolerance is out of spec, please contact us. We recommend the use of anti-seize compound for installation of the bushings to prevent galling.



Make sure the bushing goes in straight



A large vice can be used if you don't have a press



SPL diff bushing driver on top, 36mm socket as receiver on bottom



It is best if some sort of a press is used, as it will be easier to drive the bushing in straight. A large vice also works well. As always, take care to make sure the arm, bushings, and driver are all in line with each other.



A 1 1/8-inch socket will be a useful driver to install the bushings (we happen to have a differential bushing driver on hand) pressing them in almost to the point of the lip being flush with the arm, keeping the gap from lip to arm slightly larger than the retaining clip lip gap. By doing so, you will prevent marring or crushing the retaining clip end of the bushing. Line up the bushing, making sure it is straight with the bore of the arm. Once the

bushing lip is almost flush with the arm you'll need to use a receiver. A 36mm socket is perfect for this job. Note how to set it up to finish driving in the bushings.



Clips installed

Once the bushings are installed with the lip flush against the arm, install the retaining clip on the other end to hold the bushing in place. Verify the bushings are secure, and install the solid spacers, then reinstall the arms on the car.

Be safe, and enjoy your new upgrade!

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. 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.