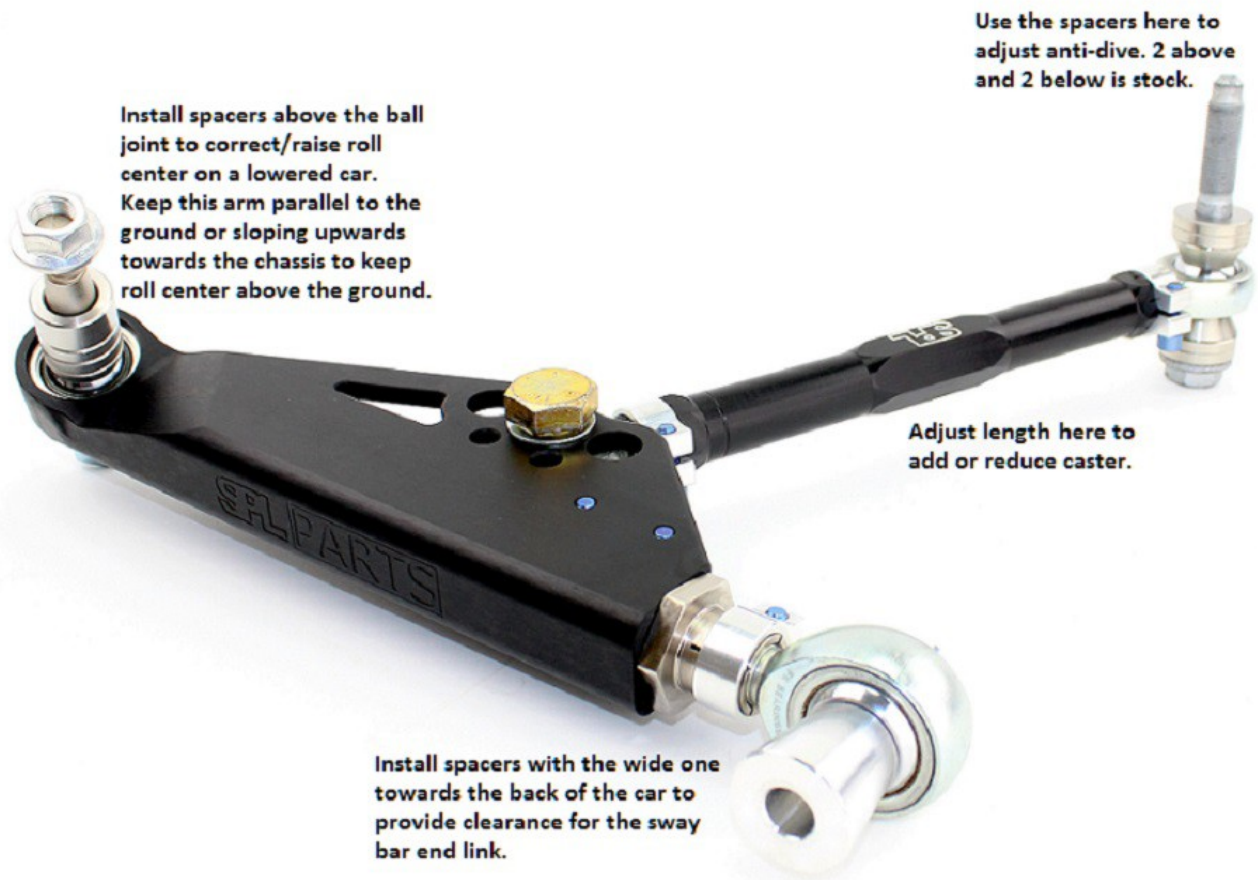


# SPL Front Lower Control Arm FRS/BRZ



## TOOLS NEEDED:

10, 12, 17, 19mm wrenches, 3/16" Allen Wrench, Prybar (shouldn't be needed but good to have just in case), Flathead Screwdriver

## Instructions:

1. Jack or raise front end of car and remove front wheels. Don't forget to chock the wheels and use jackstands.
2. Remove the front splash guard. This will require the 10, and 12mm wrenches as well as the flathead screwdriver.



3. Remove cotter pin, then the 17mm ball joint nut, then the 17mm nut at subframe end of arm. (That is the corner of the arm with the hybrid adjuster and heim joint/rod end.) Remove 19mm stud mount nut and stud. Also remove the lower arm support plate.
4. Remove arm from steering knuckle, then remove control arm.
5. Remove the pictured stud and replace it with the supplied 110mm long hex cap bolt.



6. Install control arm at subframe end first, then at the knuckle. The end of the caster arm comes with 4 spacers. Two above and two below the heim joint end replicates the factory setup. If you need more anti-dive, put more spacers (3 or even all 4) above the heim joint. The large offset spacer should go to the rear of the car, the small offset spacer to the front of the car on the joint. For grip/street setup, use the farthest outboard mounting point, for race setup use the farthest inboard point, see accompanying pictures beginning on the next page. Install lower arm support plate, tightening the bolt to 81 Ft Lbs (110/Nm) and the nut on the stud to 81 Ft Lbs (110/Nm). The locknuts will require quite a bit of effort to thread on, as per their design.
7. Tighten bolts at the subframe to 81 Ft Lbs (110/Nm), the ball joint nut to 38 Ft Lbs (51/Nm), and the bushing nut to 63 Ft Lbs (85/Nm). Tighten the allen bolts to approximately 22 Ft Lbs (30/Nm) to secure the adjuster in place.
8. Have car professionally aligned as replicating the original settings is nearly impossible. It may be necessary to adjust the toe in order to drive the car to an alignment shop.



**Position 1:**  
For grip or street use. This is the stock location and is recommended for grip and street use.



For increased steering angle this setting allows, make sure to extend arm as far as possible along with installing longer tie rod ends. Without the extended length those steps enable, the tire will rub the structure of the car.  
This setup also will work best with modified steering knuckles.

**Position 2:**  
Drift or aggressive street setup for increased steering angle.



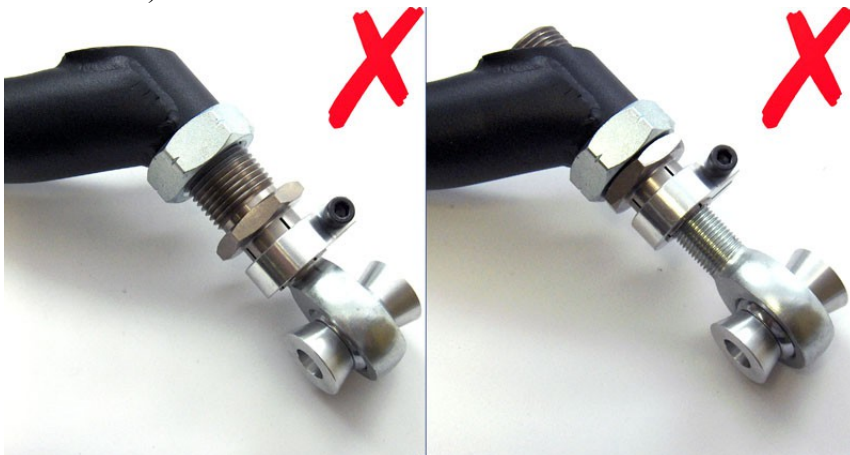
**Position 3:**

Drift setup only. Also should only be used in conjunction with our extended adjuster, available separately.

## 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.**