

# SPL REAR CAMBER ARMS FRS/BRZ

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## TOOLS REQUIRED:

19mm socket

18mm wrench

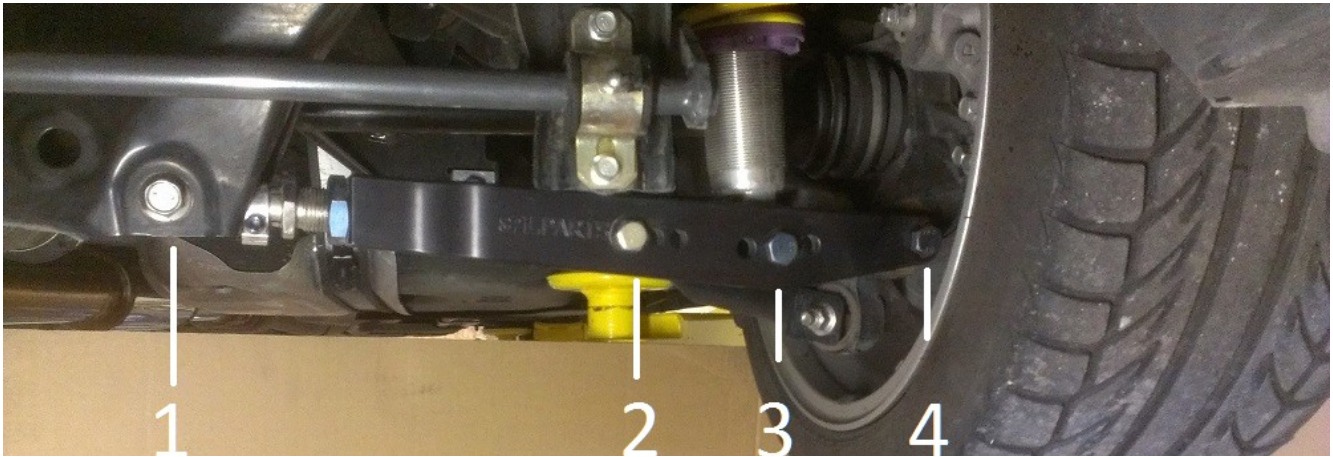
17mm socket and wrench

15mm wrench or socket

14mm socket and wrench

3/16 allen key

Adjustable/Crescent wrench



**Torque Specs:** Bolts 1,3, and 4...59ft lbs

Bolt 2.....25ft lbs

## Instructions:

1. Disconnect the sway bar from the OEM arm (Location 2) using a 14mm socket and wrench.
2. Remove bolts number 1, 3, and 4 with the 17mm socket and wrench.
3. Measure from the center of bolt hole 1 to bolt hole 4 on the OEM arm and set your SPL arm to that length. Final adjustment can be made after the arm is installed on the car. Refer to the Hybrid Adjuster instructions below for proper adjustment method.
4. Connect the SPL camber arm to the subframe (Location 1) with the OEM nut and bolt using a 17mm socket and wrench.
5. Re install bolt 2 (provided) using the 17mm socket and the 15mm wrench or socket. Note: The middle location for both the end link and shock will be closest to OEM but this will vary depending on the final length of the arm and your desired alignment settings.
6. Re install bolts 3 and 4 using the 19mm socket and the 18mm wrench (Note: bolts 3 and 4 provided)
7. Adjust the length of the arm to desired camber settings and ensure proper clearance between the shock/spring and the chassis as well as the shock/spring to the wheel and tire. Use alternate mounting locations if required
8. Torque all bolts to the specifications listed above..

9. Tighten the clamp on the hybrid adjuster using the 3/16 Allen wrench. Then tighten the clamp on the main body of the arm using the a 3/16 allen wrench. Be sure to tighten these allen bolts starting with the bolt furthest from the rod end, moving in a linear pattern towards the closest to the rod end (see pic). Do this 3 times to insure the clamp is properly tightened. Be sure to double check to make sure the clamp is tightened by trying to spin the adjuster with a wrench using reasonable force.



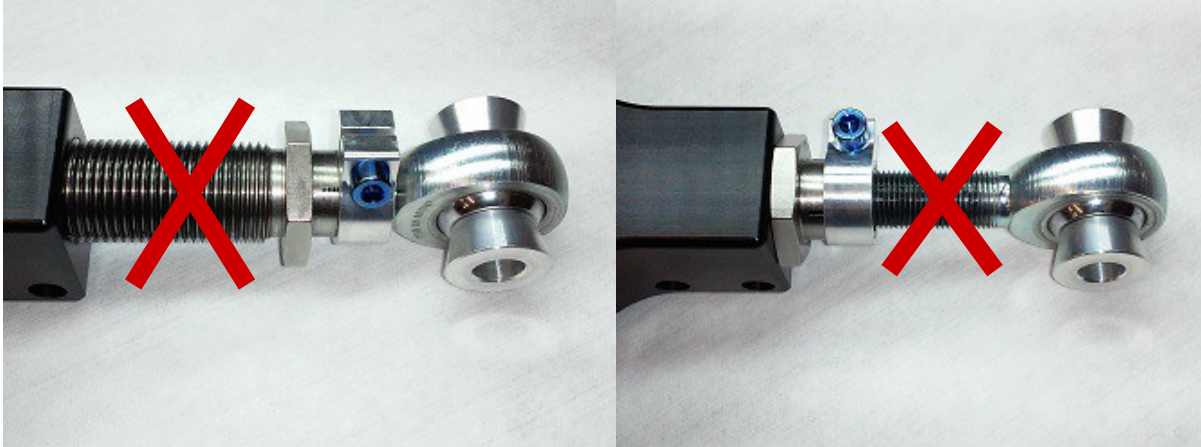
*Tighten allen bolts starting from the "SPL" logo, working towards the rod end.*

10. Professional alignment is recommended.
11. Check to make sure everything is still tight after 100 miles of driving.

# SPL HYBRID FRS 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.

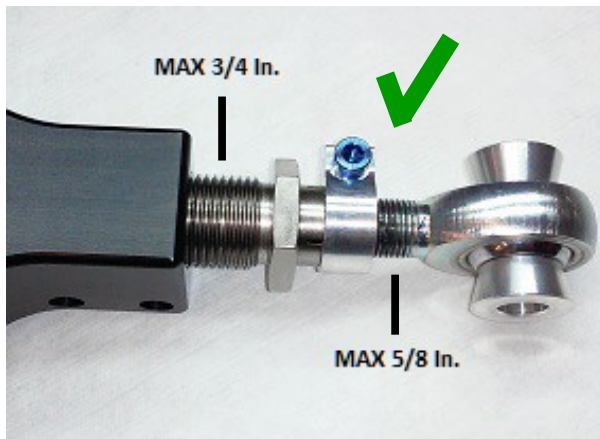
When lengthening/shortening, be sure to keep the arm and rod end from freely rotating when you turn the adjuster. Do not make the following mistakes (threading out **only** the adjuster or threading out **only** the rod end):



*Overextended adjuster.*

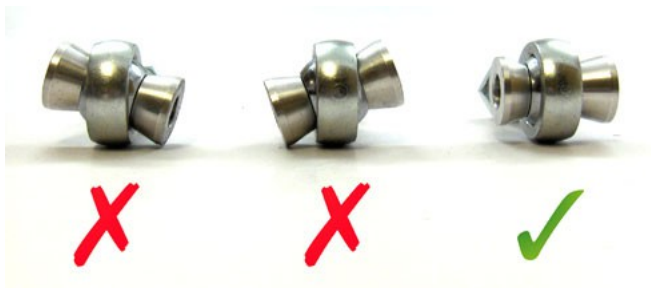
*Overextended rod end.*

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.



*Properly adjusted. The rod end should have no more than 5/8 In. of threads showing. The adjuster should have no more than 3/4 In. of thread showing.*

You'll notice in the pictures that the threads of the rod end and the adjuster have some dark material on them. That is anti-seize compound we apply to all out products so that adjustments should be easy and trouble free for quite some time.



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.*