

# Front Lower Control Installation Instructions SPL FLCA F8x

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	90011	Double Adjuster	2
2	22201	FLCA F8x Aluminum Body	2
3	90010	Clamp	2
4	HIN10T	FK Spherical Bearing	2
5	WHM-137-S02	Spiral Retaining Ring	2
6	JM12T	FK Rod End	2
7	14-20-75SHCS Ti	0.75" Socket Head Cap Screw	2
8	14-20-13HCS Ti	1.0" Titanium Socket Head Cap Screw	4
9	FZ62F400KCSYDOM	5/8-18x4" Socket Head Cap Screw	2
10	FH5818-CCZY62FHLFZ/GRC	5/8-18 Locknut	2
11	90113	1/8" SS Spacer	4
12	90088	Aluminum Spacer	3
13	FLCA Headlight Adjuster	Headlight Adjuster Assembly	1
14	90084	FLCA Spacer	1
15	90079	FLCA Tapered Spacer	2
16	97669A210	Aluminum Washer	1

FLCA F8x

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. Jack or raise the front end of the car and remove the front wheels.
1. Disconnect the headlight aiming sensor if the car is so equipped.
2. Remove the ball joint nut at steering knuckle, then the fastener at the subframe end of the arm.
3. Use a prybar to remove arm from steering knuckle, then remove the control arm. The ball joint isn't a press fit, so it should come out fairly easily.
4. Place the OEM arm next to the SPL arm, and lengthen the SPL arm to match the OEM arm as closely as possible. Adjust from the hex on the adjuster, do not rotate only the adjuster or only the rod end.
5. Tighten the Blue Titanium Socket Head Cap Screws (7, 8) on the collar until the assembly is unable to rotate, a maximum of 150 **IN. lbs. DO NOT OVERTORQUE.**
6. Install the SPL Parts Control Arm at subframe end first where the two FLCA Spacers (12, 14) should fit, then install at the knuckle. The arm that has the limiting spacer (14) should go on the same side as the headlight adjuster.
7. The 5/8-18 Bolt (9) should go through the spherical bearing (4), followed by the tapered spacer (15) into the knuckle. The use of roll-center spacers (11) at the knuckle will vary, **but you must make sure to use the tapered spacer (15) between the knuckle and the bearing.** If this is not done, the arm will interfere with the knuckle, which could cause failure. Place the washer (16) between the knuckle and the locknut (10) on top of the knuckle.
8. Tighten the bolts at the subframe to 74**ft. lbs.** (100N/M), and the 5/8-18x4 Socket Head Cap Screw (9) to 110 **ft. lbs.** Make sure to lubricate the threads; motor oil is fine. *SPL Parts is not liable for any issues due to overtorque.*

9. If your car is at ride height, the tapered spacer (15) should mimic OEM roll center. If you have lowered your vehicle, you will need to use the roll center spacers (11). If you have a lowered vehicle, you must sweep your suspension from full droop to full compression to ensure the bearing (4) does not go out of articulation anywhere in the suspension travel. Not doing this could result in **dangerous** bearing failure. We suggest removing the spring from the shock/coilover to make sure the suspension is travelling through its full sweep, as the shock should be the limiting factor of your travel, not our arm.
10. Have the 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. Take these instructions with you to ensure that the arm is adjusted correctly.
11. Be safe, and enjoy your new upgrade!

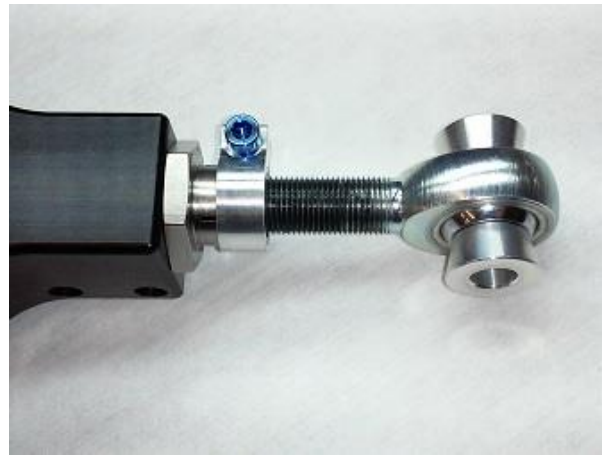
## SPL Double Adjuster

The hybrid adjuster is what is known as a **double adjuster**. On the outside, the thread is left-handed. On the inside, the thread is right-handed. When the suspension arm is installed, turning the hybrid adjuster will allow you to lengthen/shorten the assembly.

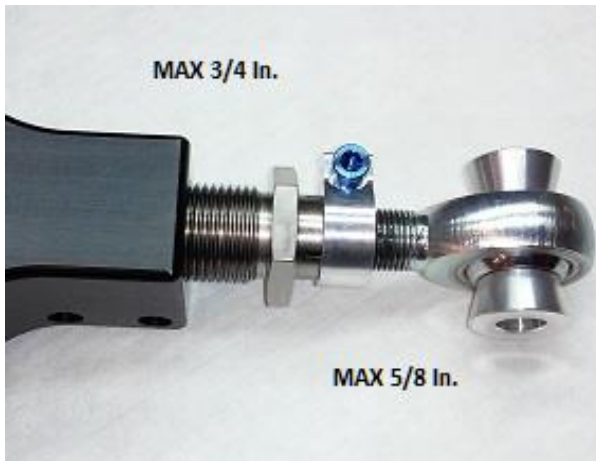
When lengthening/shortening, be sure to keep the arm and rod end from freely rotating when you turn the adjuster. Do not make the following mistakes (threading out **only** the adjuster or threading out **only** the rod end):



*Overextended adjuster.*



*Overextended rod end.*



*Properly adjusted.*



This picture shows a properly threaded adjuster. The rod end (heim joint) will thread out about 2/3 the length of the adjuster. Note the maximum adjustment limits shown.

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 of our 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.