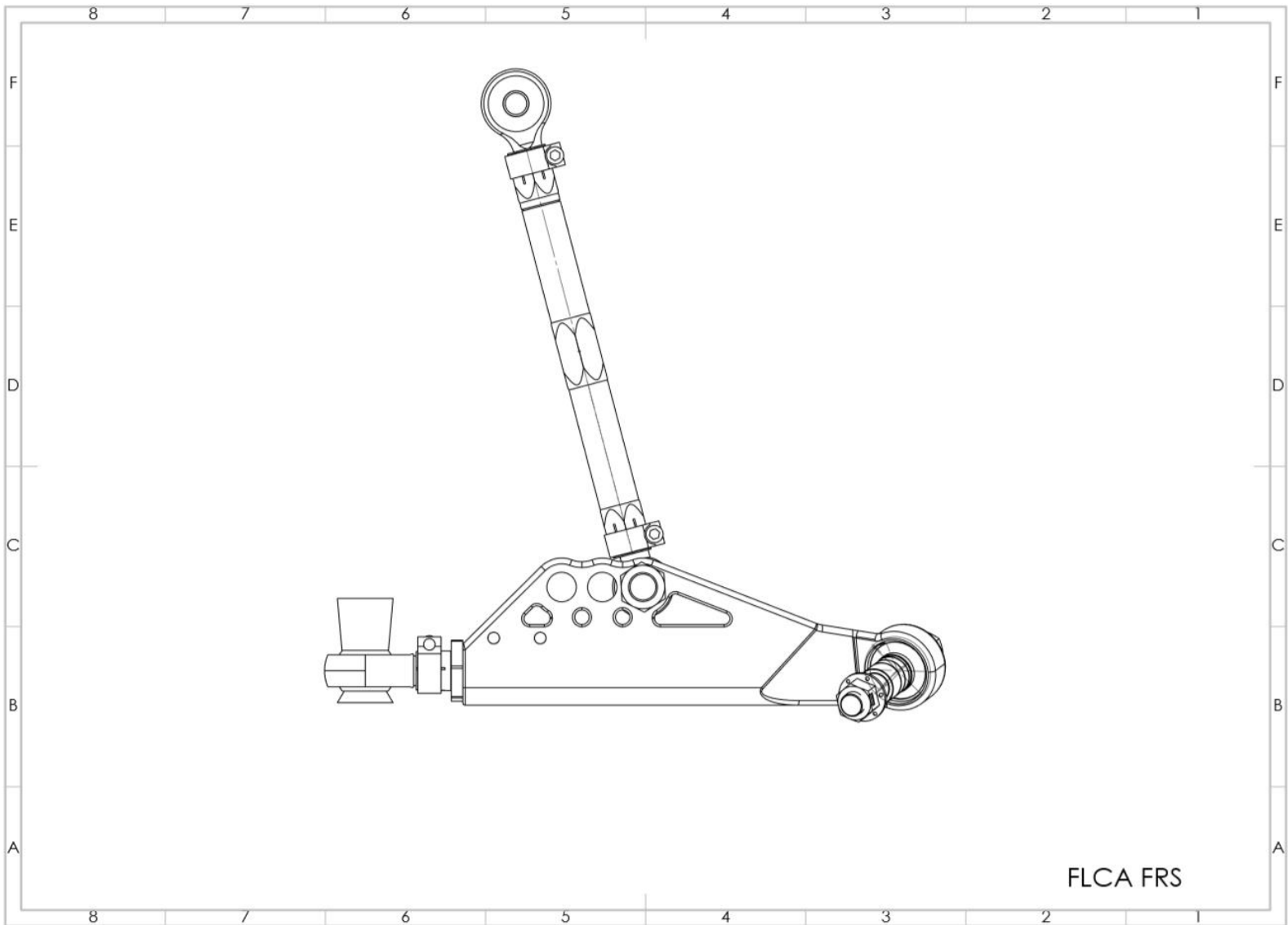
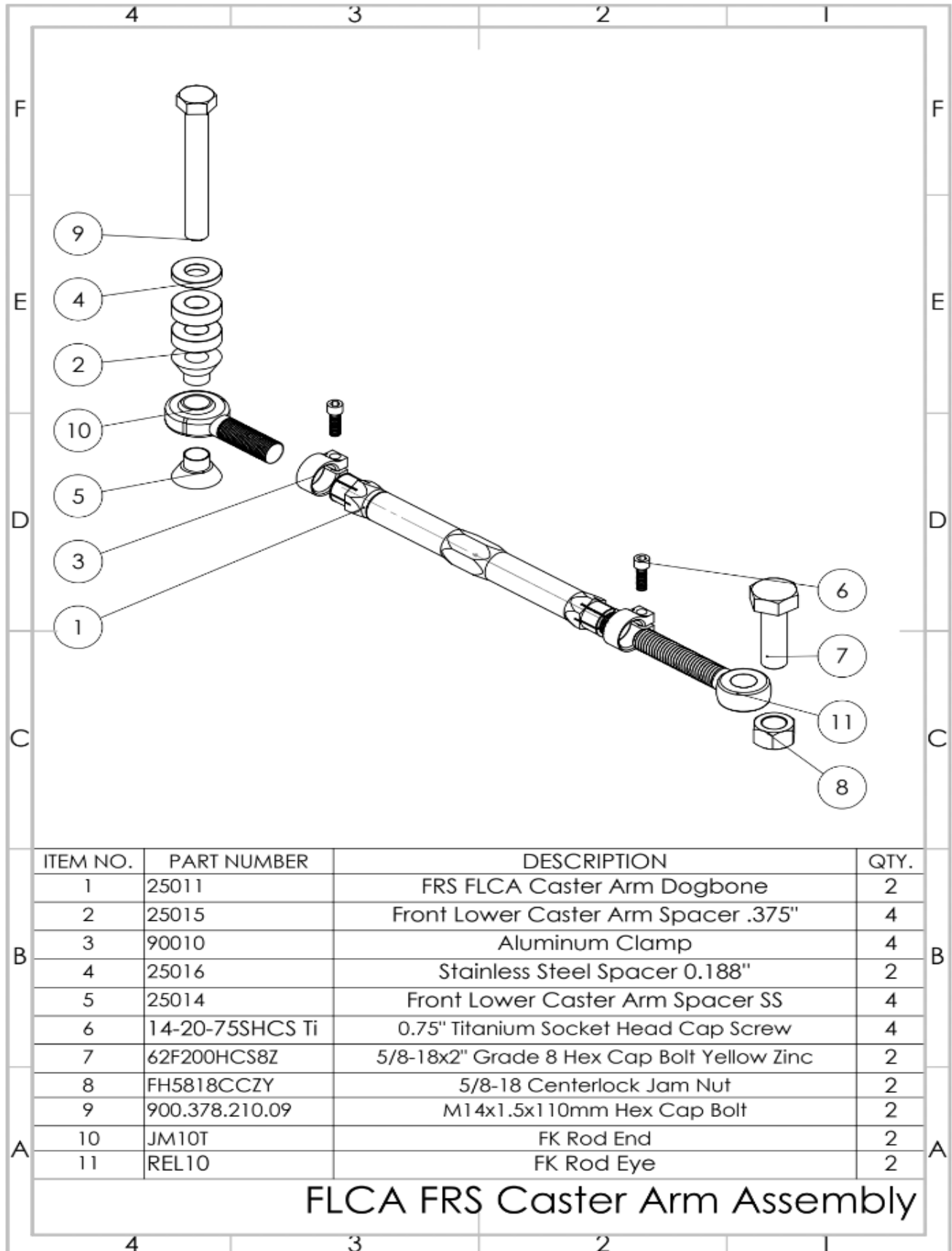
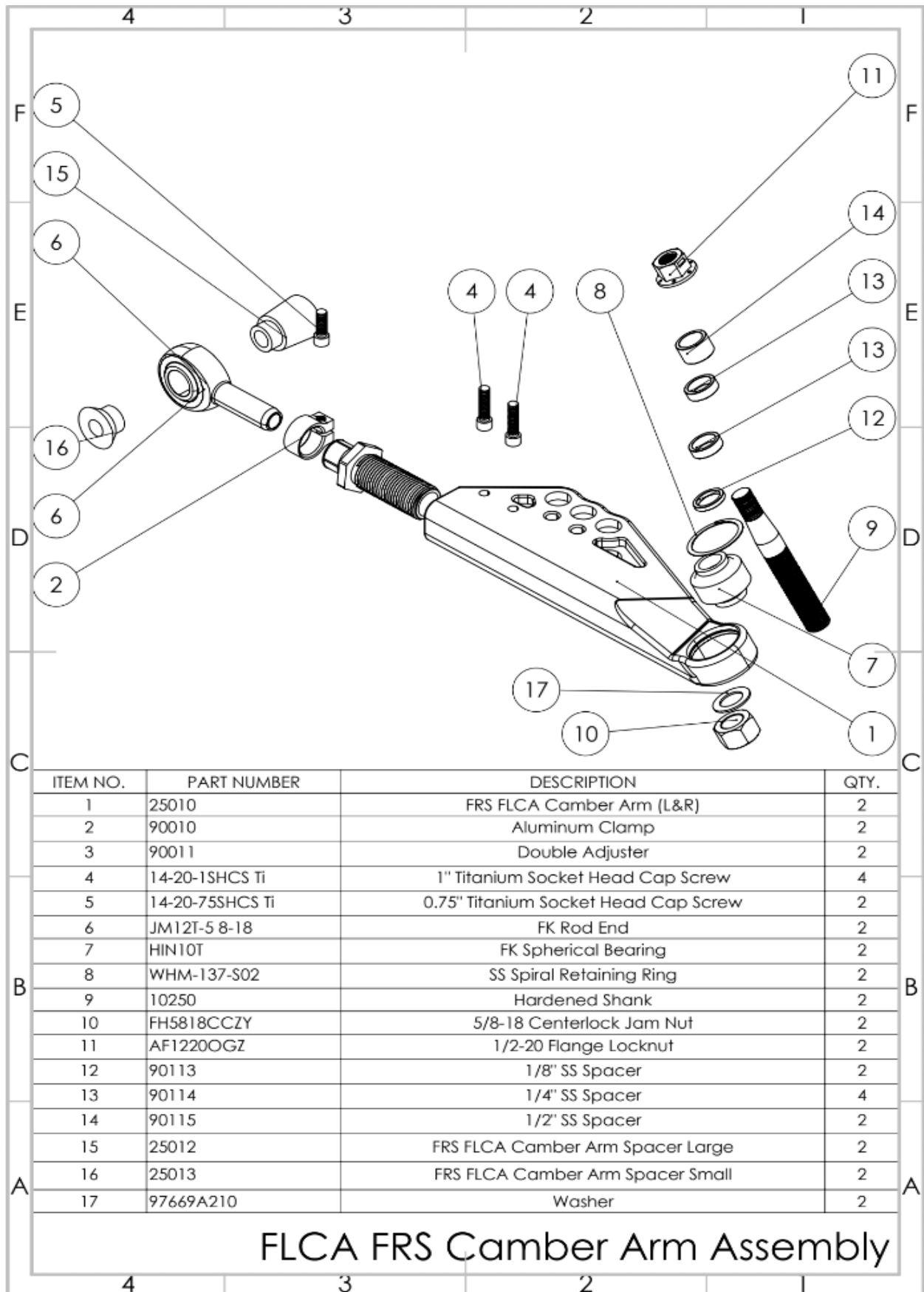


# Front Lower Control Arm Kit Installation Instructions SPL FLCA FRS

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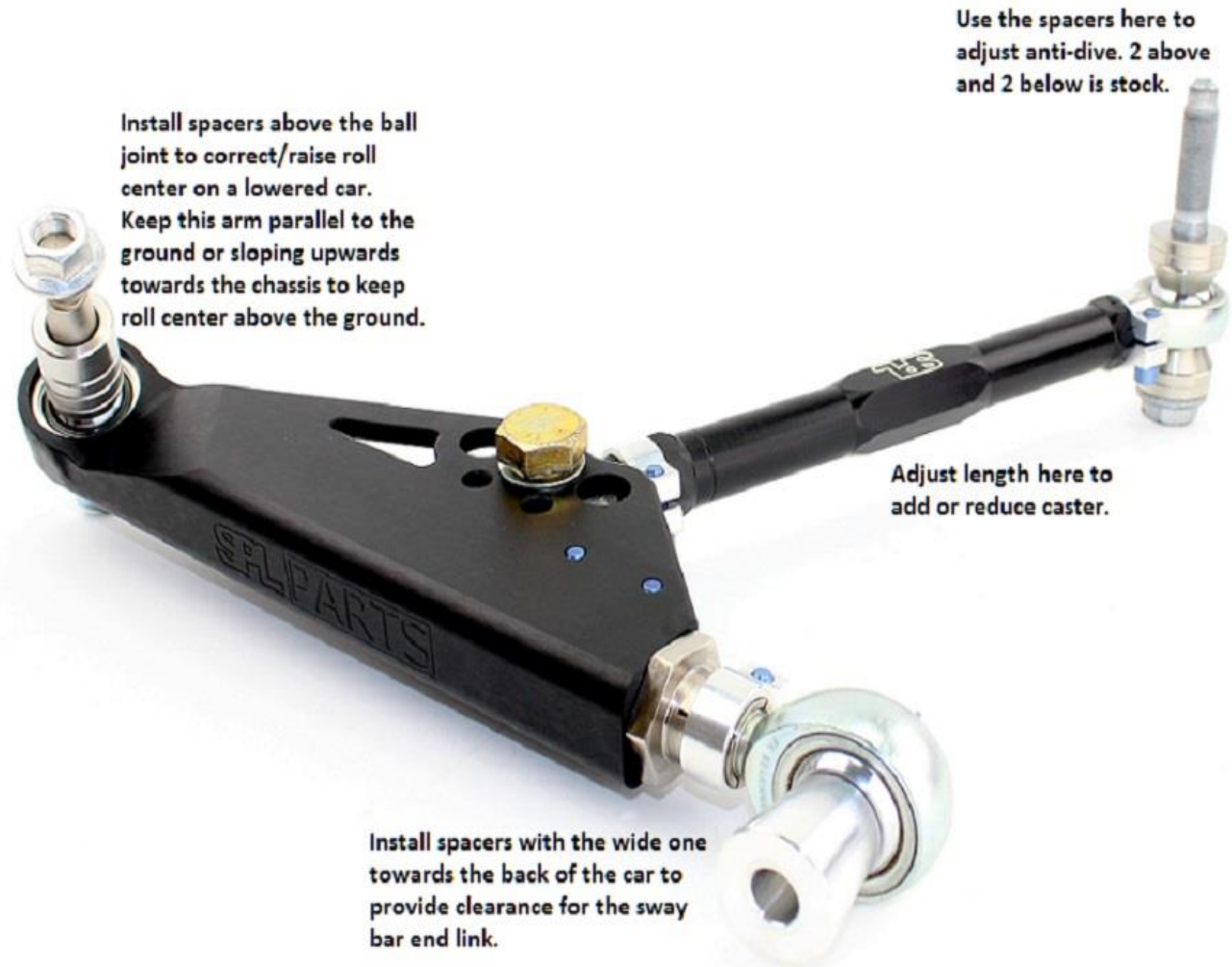


ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	25010	FRS FLCA Camber Arm (L&R)	2
2	90010	Aluminum Clamp	2
3	90011	Double Adjuster	2
4	14-20-1SHCS Ti	1" Titanium Socket Head Cap Screw	4
5	14-20-75SHCS Ti	0.75" Titanium Socket Head Cap Screw	2
6	JM12T-5 8-18	FK Rod End	2
7	HIN10T	FK Spherical Bearing	2
8	WHM-137-S02	SS Spiral Retaining Ring	2
9	10250	Hardened Shank	2
10	FH5818CCZY	5/8-18 Centerlock Jam Nut	2
11	AF1220OGZ	1/2-20 Flange Locknut	2
12	90113	1/8" SS Spacer	2
13	90114	1/4" SS Spacer	4
14	90115	1/2" SS Spacer	2
15	25012	FRS FLCA Camber Arm Spacer Large	2
16	25013	FRS FLCA Camber Arm Spacer Small	2
17	97669A210	Washer	2

## FLCA FRS Camber Arm Assembly

## 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



1. Jack or raise the front end of the car and remove the 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 the cotter pin, the 17mm ball joint nut, and then the 17mm nut at subframe end of the arm. (the corner of the arm with the Double Adjuster and the Rod End.) Remove the 19mm stud mount nut and stud. Also remove the lower arm support plate.
4. Remove the arm from the steering knuckle, then remove the control arm.
5. Remove the pictured stud, and replace it with the supplied 110mm Hex Cap Bolt (9-Caster). Torque to **81 ft-lb**.



6. Install the SPL Parts Control Arm at subframe end first. The large Offset Spacer should go to the rear of the car, and the small offset spacer to the front of the car on the joint. Place the bolts through, but do not tighten yet as this will make it more difficult to finish the installation.
7. The end of the Caster Arm (1-Caster) comes with four Spacers (2-Caster). Two above and two below the FK Rod End (10-Caster) replicates the factory setup. If you need more anti-dive, put more spacers (three or even all four) above the FK Rod End.

For **Grip/Street** setup:

Use the farthest outboard mounting point which replicates the stock settings. Please refer to Position 1 on the following page.

For **Drifting**:

Use the 2 inboard mounting points. This is the **ONLY** time you can use the inboard mounting points. Please refer to Position 2 or Position 3 on the following page. **Note:** If you use Position 3, you **MUST** use the **Extended Adjuster!** *Always use the furthest outboard mounting point possible for **maximum** strength.*

8. Install the lower arm support plate that came with the vehicle. Without the support plate, it can damage the frame of the vehicle. Tighten the nut on the stud that came with the car to **81 ft. lbs.** (110/Nm).
9. Place the bumpsteer spacers (12, 13, 14 - Camber) between the knuckle and the FK Spherical Ball Joint (7 - Camber). The lower your car, the more spacers you will need. You want to try and replicate the angle the OEM lower control arm sat at OEM ride height.
10. Install the camber arm onto the knuckle. The locknuts will require quite a bit of effort to thread on, as per their design. There are two Jam Nuts (10-Camber) supplied with the kit. Their purpose is to allow you to tighten the locknut on top of the Ball Joint Shank (9-Camber). Thread both Jam Nuts onto the lower part of the Shank, then tighten them against each other with a large wrench. Now tighten the top Flange Locknut (11-Camber) onto the Shank (9-Camber) to **81 ft. lbs.**
11. Tighten the bolts at the subframe to **63 ft. lbs.** (85/Nm) and Centerlock Jam Nuts (10-Camber, 8 Caster) to **110 ft-lbs.** (150/Nm). **DO NOT OVERTORQUE** any nuts or bolts, etc! *SPL Parts is not liable for any issues due to overtorque.*
12. Tighten all Blue Titanium Socket Head Cap Screws (4, 5-Camber, 6-Caster) to **150 IN. lbs.**
13. 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 Front Lower Control Arm is adjusted correctly. **Anytime the Caster Arm is adjusted in length, the Bolt (7-Caster) connecting it to the Camber Arm needs loosened. Otherwise, this cause the FK Rod End or Arm to bend.**

14. Ensure clearance to anti-roll bar and all other suspension components by sweeping the suspension through its travel before putting the vehicle back on the ground. Caster may need to be adjusted in some set ups for anti-roll bar clearance.
15. Be safe and enjoy your new upgrade!

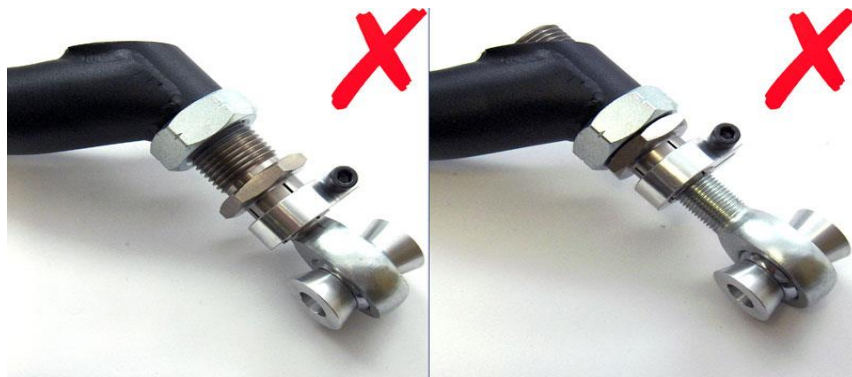




## SPL Hybrid Adjuster

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. 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.