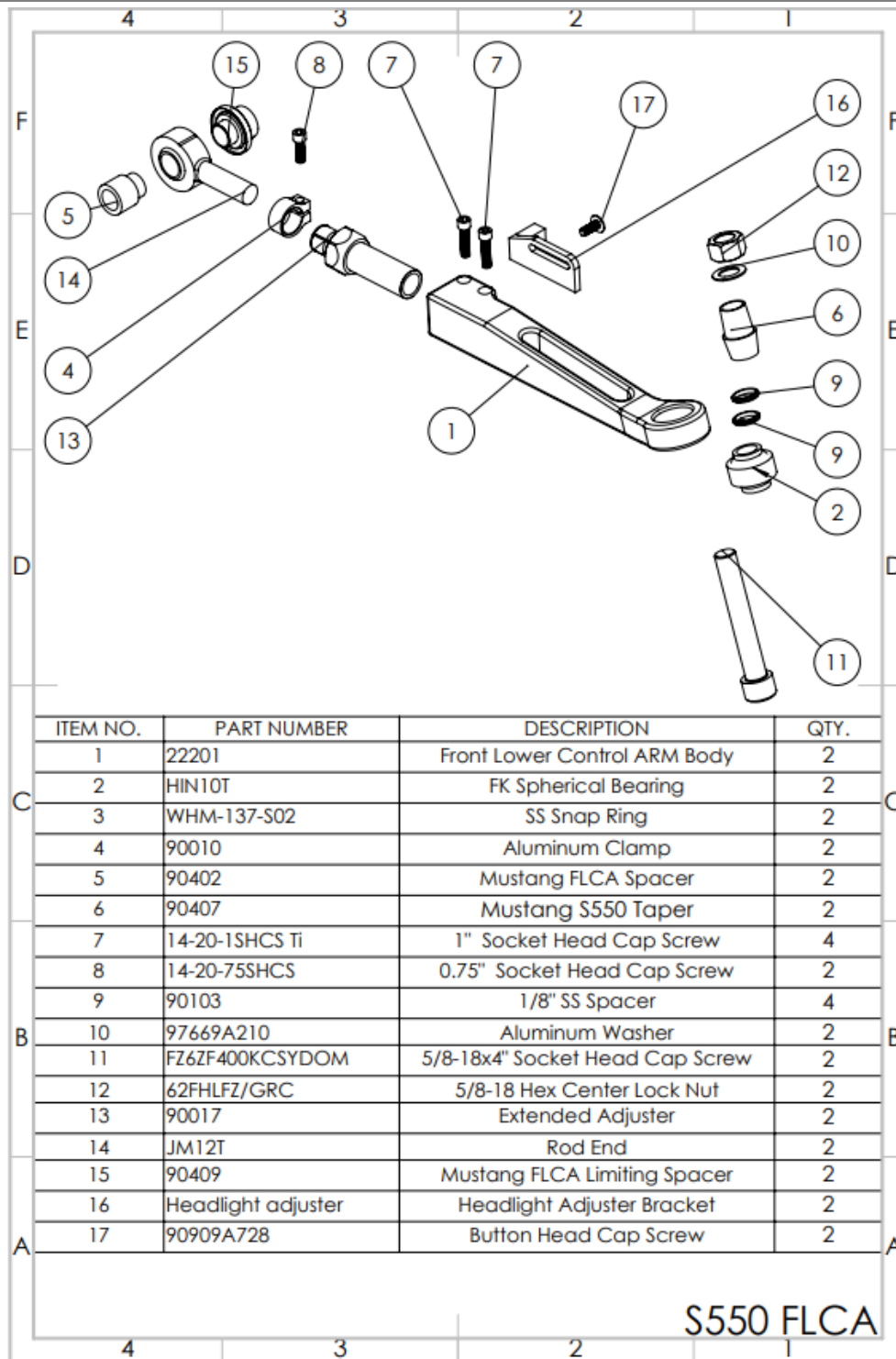


Front Lower Control Arm Installation Instructions SPL FLCA S550



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.
2. Remove the ride height sensor from the lower control arm. 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.
4. Adjust the length of the SPL arm by holding the rod end (14) and the arm (1) and rotating the double adjuster (13) to match the length of the OEM arm. This will make alignment easier later.
5. Tighten the Blue Titanium Socket Head Cap Screws (7, 8) on the body (1) and clamp (5) 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 (5, 15) should fit. Tighten to 150 ft. lbs. We suggest checking this bolt after the first 100 miles for tightness, or after your first track session.
7. Install at the knuckle. The tapered spacer (6) should fit in the knuckle snugly. Place the bolt (11) through the bottom of the spherical bearing (2). If your car is not lowered, the bottom of the tapered spacer (6) will put you at OEM roll center location. If you are doing roll center correction, the roll center spacers (9) will go between the tapered spacer (6) and the spherical bearing (2). If you have a lowered vehicle, you must sweep your suspension from full droop to full compression to ensure the bearing (0) does not run 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.
8. Tighten the 5/8-18x4 Socket Head Cap Screw (11) to **80 ft. lbs.** Make sure to lubricate the threads; motor oil is fine. Check this bolt after 100 miles or the first track session. The tapered spacer (6) may seat a bit deeper after driving, so make sure to check this bolt.

9. Install the headlight adjuster (16) with the button head cap screw (2) so that the slot runs along the top of the arm. Measure the amount of thread exposed on the rod end and double adjuster (13,14) and mount your ride height sensor that far from the outboard side of the slot using the factory hardware. Do not reuse the metal bracket, you should only need to unscrew the bracket from the oem arm and screw it into our bracket.
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. Always check articulation of the bearing.
11. Be safe, and enjoy your new upgrade!

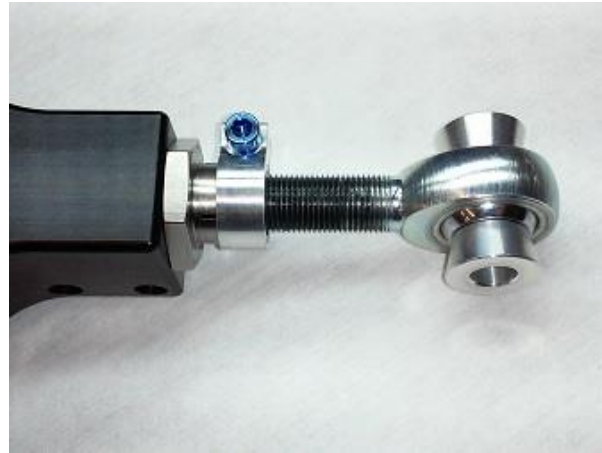
SPL Double Adjuster

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.

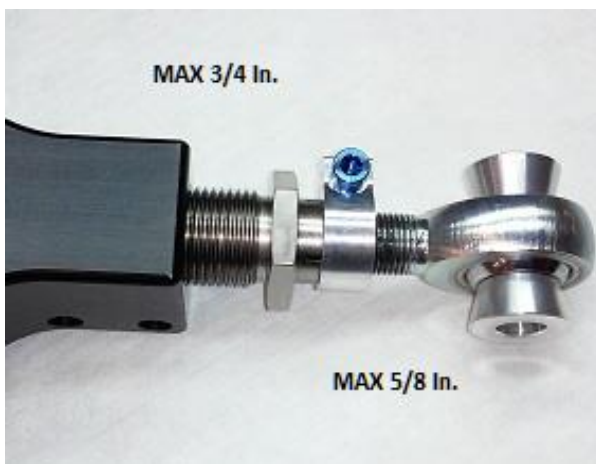
When lengthening/shortening, be sure to keep the arm and rod end from freely rotating when you turn the adjuster. Do not make the following mistakes (threading out **only** the adjuster or threading out **only** the rod end):



Overextended adjuster.



Overextended rod end.



Properly adjusted.

This picture shows a properly threaded adjuster. The rod end (heim joint) will thread out about $\frac{2}{3}$ 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.