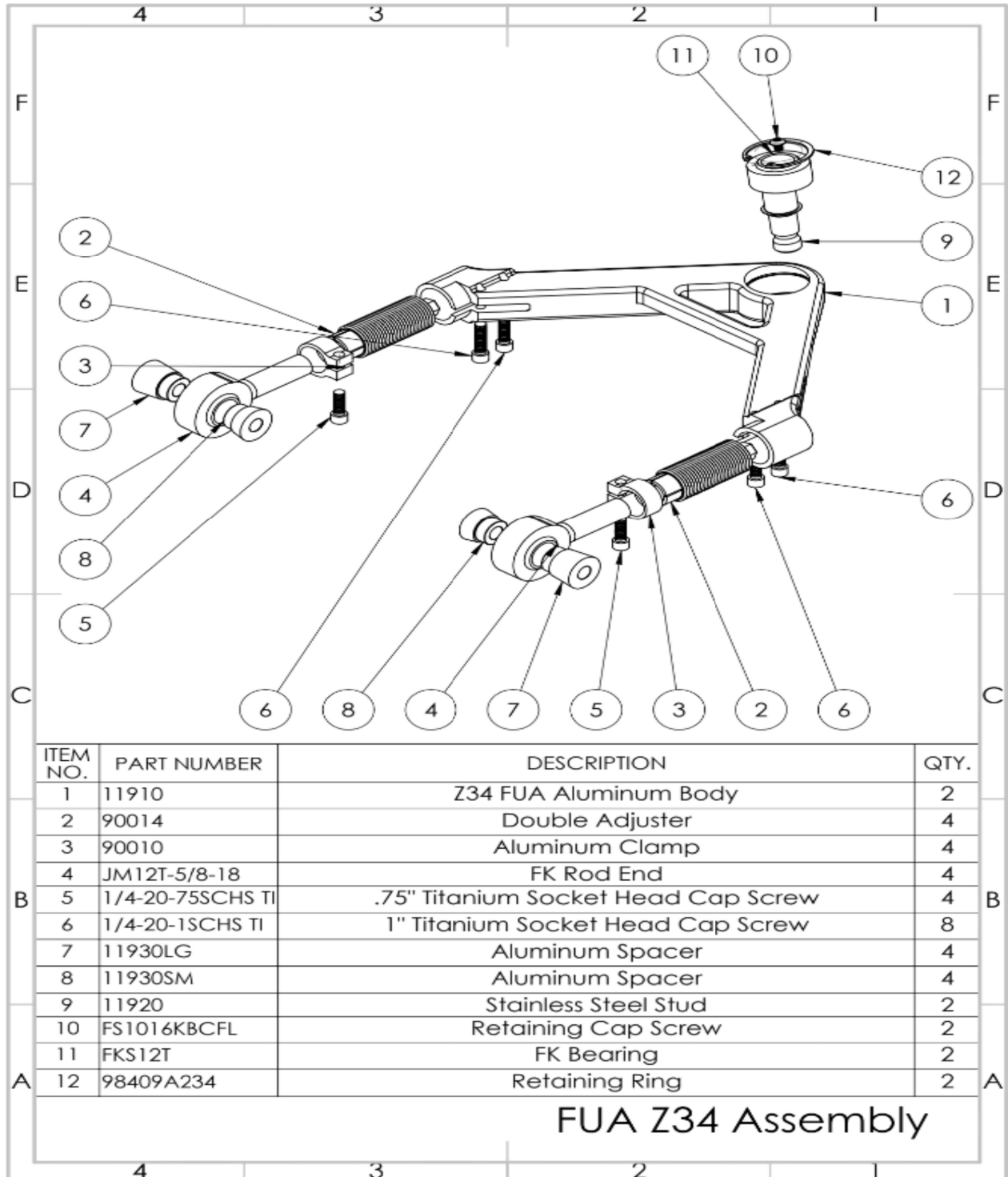
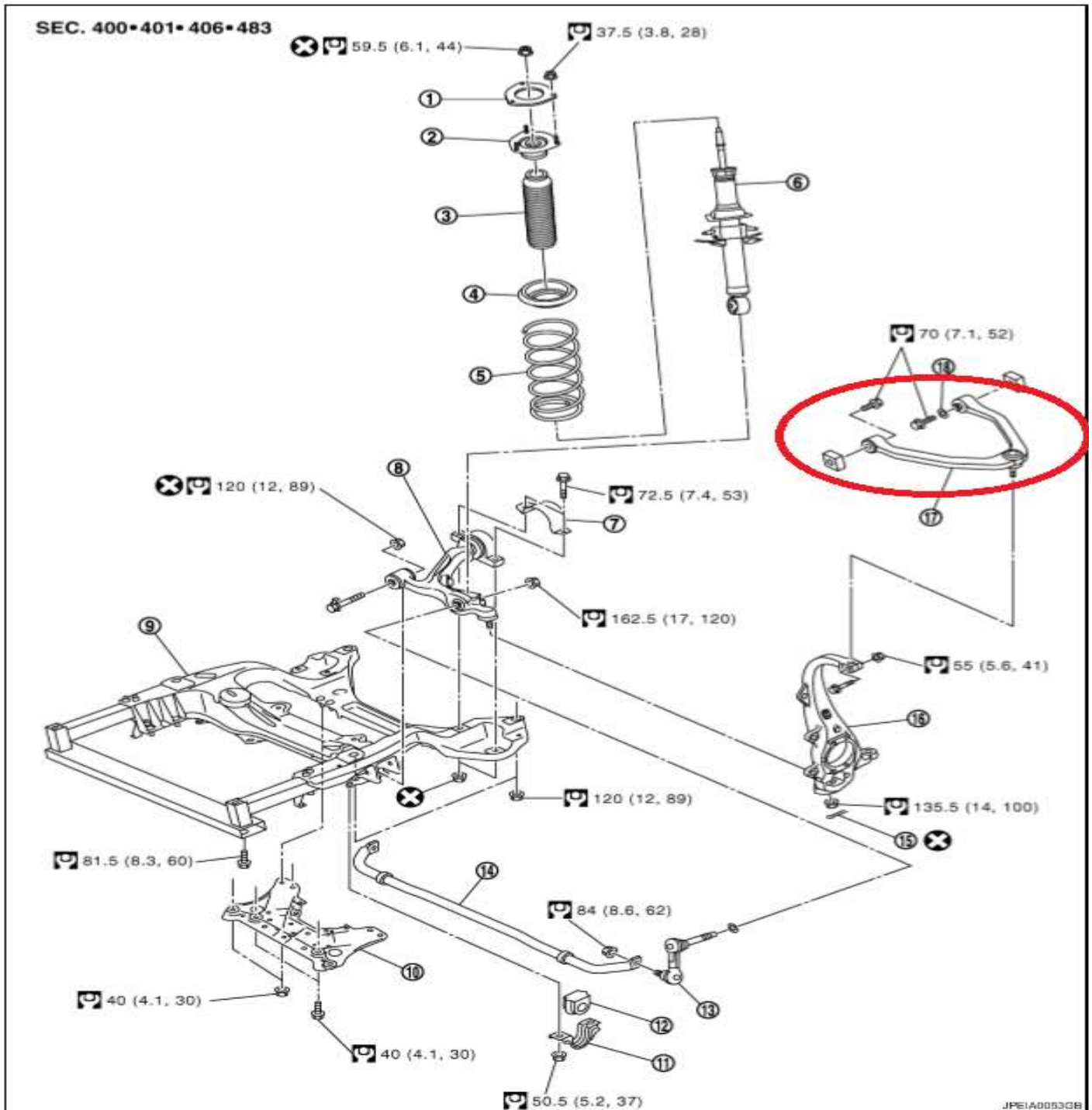


# Front Upper Control Arms Kit Installation Instructions SPL FUA Z34





Thank you for your purchase of this SPL 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. Apply the parking brake and shift your vehicle in park for an automatic transmission or 1st gear for a manual transmission.
2. Jack up the front of your vehicle so that the front tires are no longer touching the ground. Place jack stands in factory recommended locations to safeguard both the vehicle and yourself from harm.
3. Remove the front wheels off of the vehicle and place them to the side.
4. Remove the OEM front upper control arm from the subframe and knuckle of the vehicle. The arm is pictured in the above blow up view of the suspension. Remove the knuckle side by loosening the pinch bolt that squeezes the arm closed.
5. Take the SPL FUA Z34 arm and hold it next to the OEM arm you just removed. Adjust the FK rod End (4) and Double Adjuster (2) to line up with the bolt holes and ball joint so that the OEM arm and the SPL FUA Z34 arm are the same length. This will make it easier to align the vehicle after installation. Once the arms are the same length, tighten all Blue Titanium Socket Head Cap Screws (5,6) to **150 in.-lb.**
6. Install the subframe end of the SPL FUA Z34 arm first. The smaller Aluminum Spacer (8) goes in the middle while the larger Aluminum Spacer (7) goes on the outside. Make sure that the FK Rod End is in the middle of its articulation when installing it into the subframe. This will ensure that the arm has the ability to move through its suspension travel without binding, and that the rod end will not wear prematurely. More details about this are at the end of the document.
7. Slide the Stainless Steel Stud (9) into place.
8. Tighten the bolts at the subframe to **52 ft.-lb.** and the pinch bolt to **41 ft.-lb.**
9. Repeat the process on the other side of the vehicle.
10. Place the wheels back on the car.
11. Jack up the car and remove the jack stands, then slowly lower the vehicle back down onto the ground.
12. Take your car to a professional alignment shop. Make sure to bring these instructions to confirm that the arm is adjusted correctly.
13. Be safe, and enjoy your new SPL Parts upgrade!

## Adjusting Camber

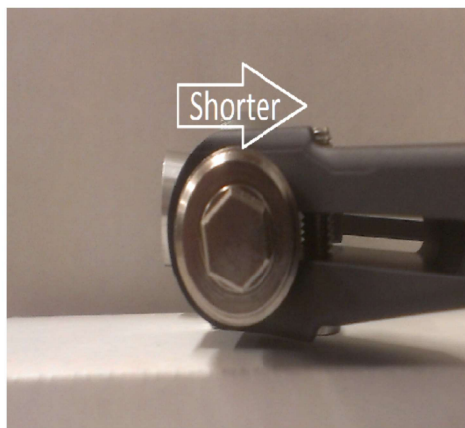
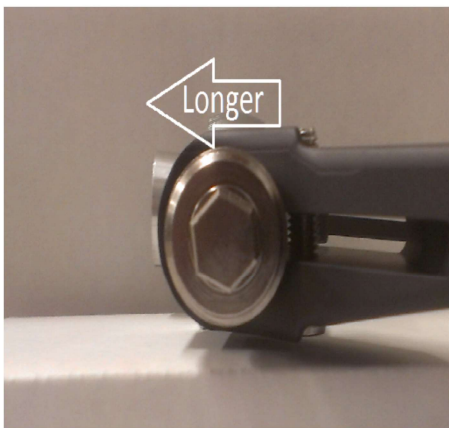
For **positive** camber, **lengthen** both Double Adjusters.  
For **negative** camber, **shorten** both Double Adjusters.

## Adjusting Caster

Lengthen or shorten one Double Adjuster at a time.

For **more** caster: shorten the Double Adjuster towards the rear of the vehicle, or lengthen the Double Adjuster towards the front of the vehicle.

For **less** caster: lengthen the Double Adjuster towards the rear of the vehicle, or shorten the Double Adjuster towards the front of the vehicle.

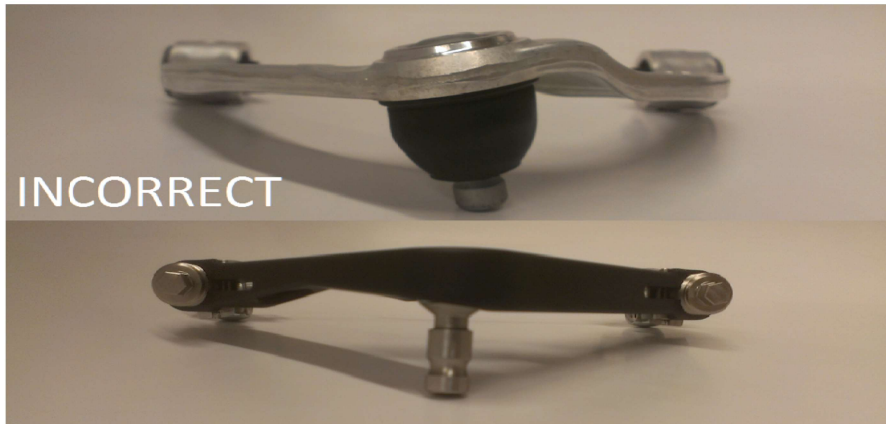


Please refer to the Double Adjuster instructions below.

When all adjustments are finished, make sure the clamps are orientated downward to allow maximum clearance to the chassis. Tighten all of the Blue Titanium Socket Head Cap Screws (5,6) and torque to 150 **in-lb**. Make sure the arm has proper clearance to the chassis.

**DO NOT OVERTORQUE!** *SPL Parts is not liable for any issues due to overtorque.*





The images above show the correct way to determine what arm goes on what side of the vehicle. Match up the SPL arm with the OEM arm by observing the canted ball joint. This will allow proper articulation of the ball joint.

Here is a picture of the bolt that holds down the power steering reservoir. Make sure to replace this bolt with a shorter one or grind this bolt down as you may encounter contact issues when reducing caster.



## Maintenance

Regularly inspect all Blue Titanium Socket Head Cap Screws for tightness. About once a year, ensure the tightness of the black allen head flange bolt ball joint location, and inspect all FK Rod Ends and bearings for axial play.

## Double Adjuster

On the outside, the thread is left-handed, and on the inside, the thread is right-handed. When the suspension arm is installed, turning the double 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):



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

