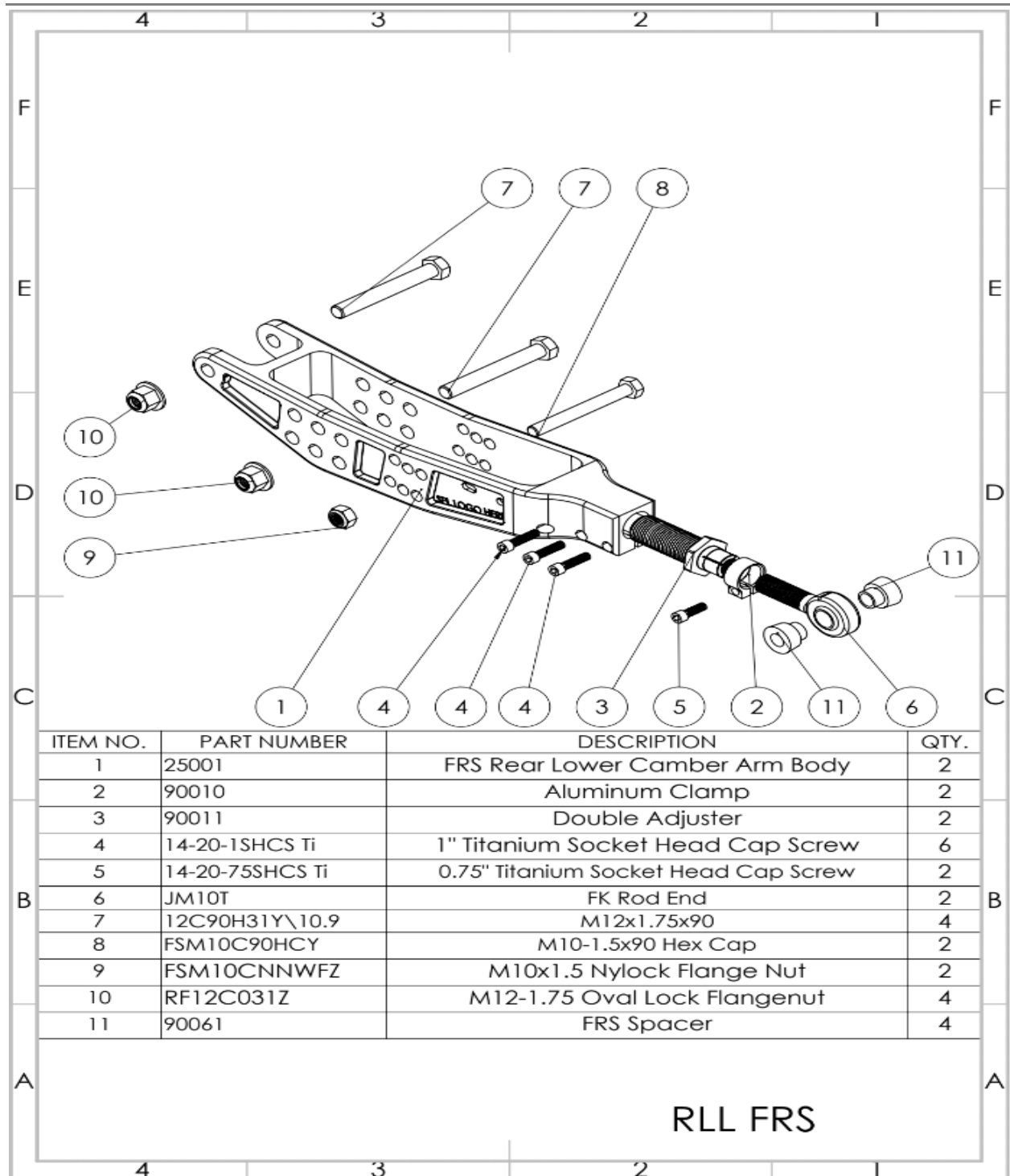


Rear Camber Arms Kit Installation Instructions SPL RLL FRS



TOOLS NEEDED:

19mm socket

18mm wrench

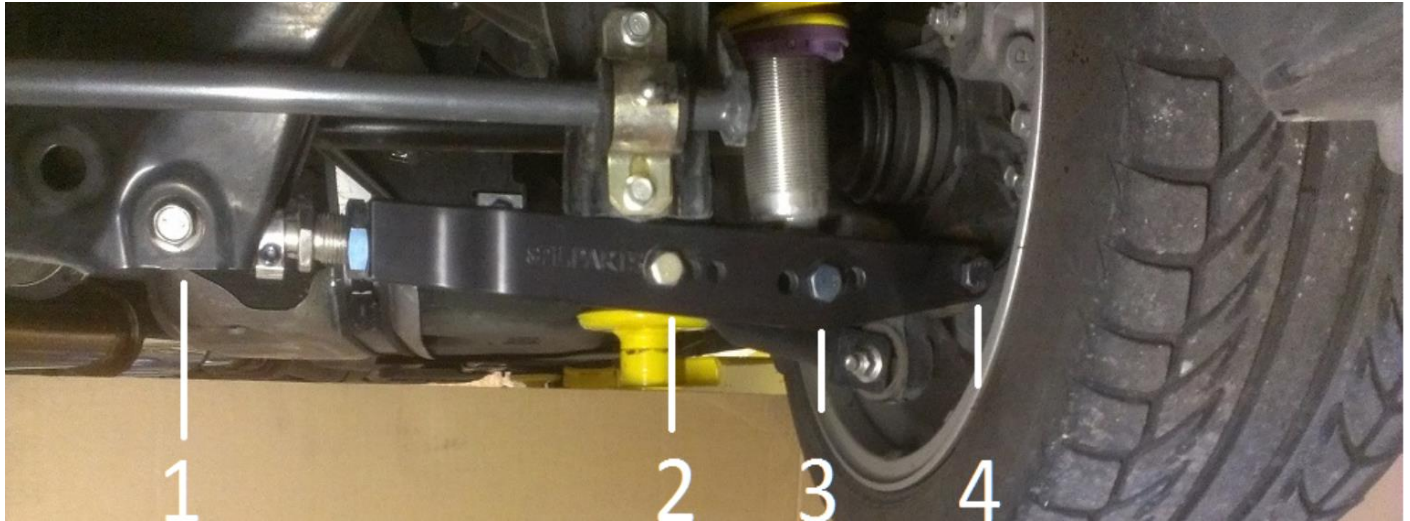
3/16 allen key

Adjustable/Crescent wrench

15mm wrench or socket

14mm socket and wrench

17mm socket and wrench

**Torque Specs:** Bolts 1,3, and 4 – **59 ft. lbs.** Bolt 2 – **25 ft. lbs.**

1. Disconnect the sway bar from the OEM arm (Location 2) using a 14mm socket and wrench.
2. Remove bolt 1, 3, and 4 with a 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 Parts Arm to that length. Final adjustments can be made after the new arm is installed on the car. Refer to the Double Adjuster instructions at the end of these instructions for proper adjustment method.
4. Connect the SPL Parts Rear Camber Arm to the subframe (Location 1) with the OEM nut and bolt using a 17mm socket and wrench.
5. Reinstall the provided Bolt 2 (8) using a 17mm socket and a 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. Reinstall the provided Bolts 3 and 4 (7) using a 19mm socket and a 18mm wrench.

7. Adjust the length of the arm to the desired camber settings and ensure there is 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 on previous page. **DO NOT OVERTORQUE!**
9. Using a 3/16 allen wrench, tighten the Blue Titanium Socket Head Cap Screw (5) on the Aluminum Clamp (2) on the Double Adjuster first, then tighten the clamp on the main body of the arm by tightening the Blue Titanium Socket Head Cap Screws (4), starting with the bolt furthest from the FK Rod End, and moving in a linear pattern towards the closest to the FK Rod End (refer to picture below). Torque all of the Blue Anodized Titanium Head Cap Screws to 150 **in-lb** maximum. This is generally accomplished with a normal 3/16" allen key, but make sure that the allen key is fully seated. The goal is to make sure the linkage cannot be rotated without excessive force. *SPL Parts is not liable for any issues due to over-torque.*



Tighten Blue Anodized Titanium Head Cap Screws starting from the "SPL Parts" logo, working towards the FK Rod End

10. Professional alignment is *highly* recommended. Take your car to an alignment shop, and take these instructions with you to ensure that the arms are adjusted correctly.
11. Be safe and enjoy your new upgrade!

Maintenance

Check to make sure everything is still tight after 100 miles of driving. After that, it is recommended to check all bolts for tightness, and all FK Rod Ends (6) and Bearings for play every year or so.

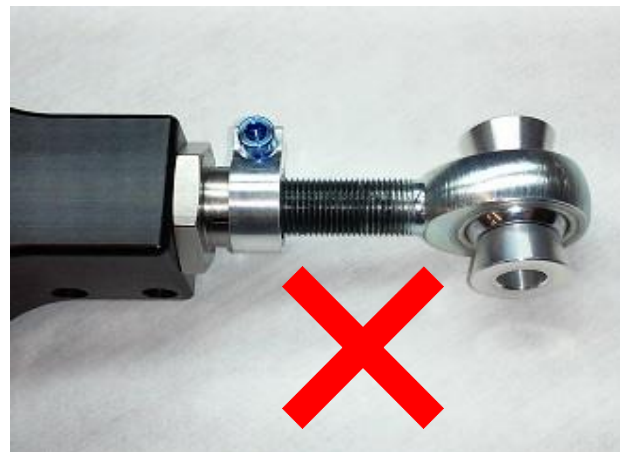
SPL Double Adjuster

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.

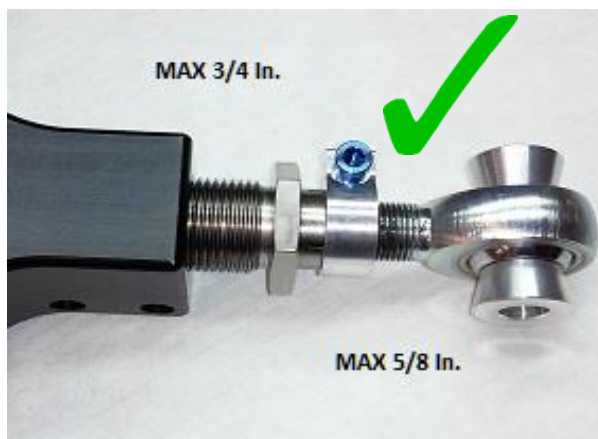
When lengthening/shortening, be sure to keep the arm and rod end from freely rotating when you turn the adjuster. Do not make the following mistakes (threading out **only** the adjuster or threading out **only** the rod end):



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.