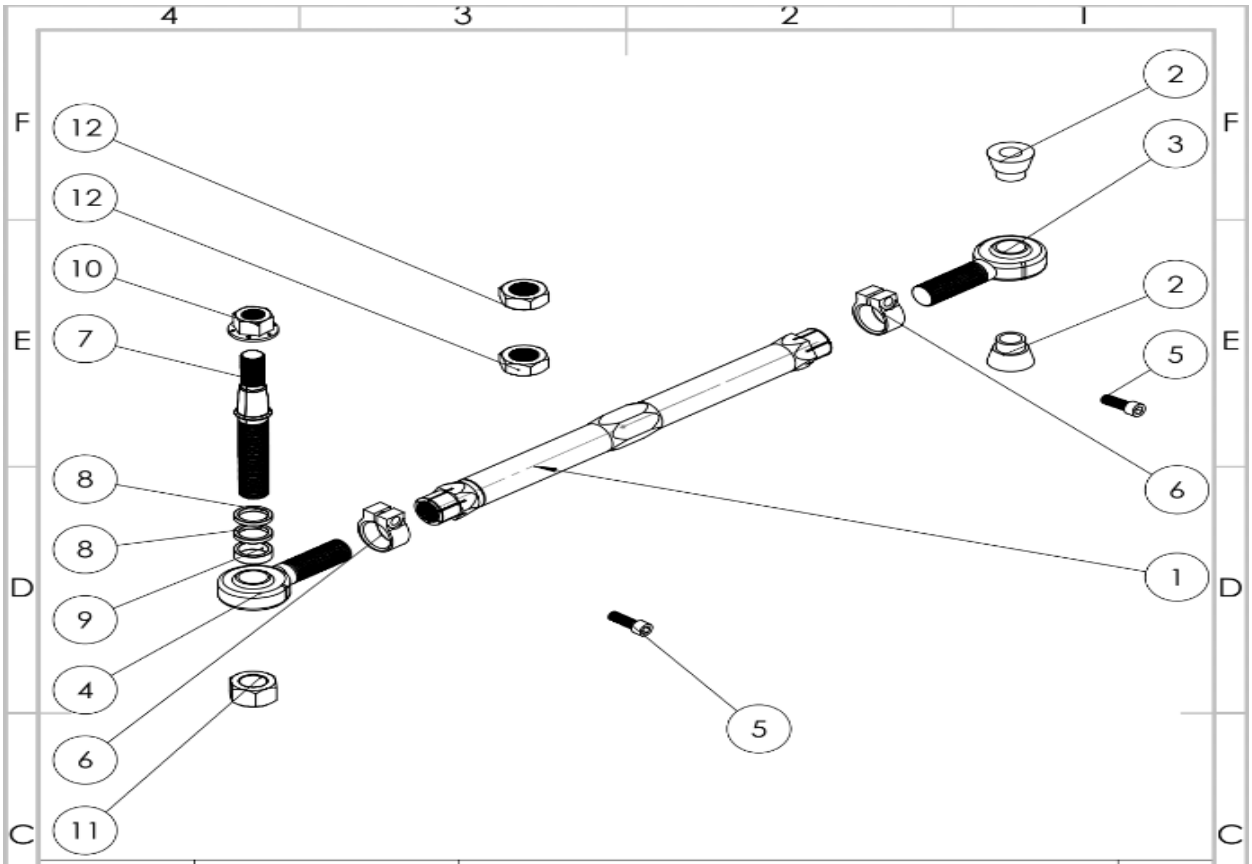
Rear Bumpsteer Adjustable Toe Arms Kit Installation Instructions SPL RTA 996



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	31102	Aluminum Dogbone	2
2	90032	Spacer	4
3	JM10T	FK Rod End	2
4	JML10T	FK Rod End	2
5	14-20-75SHCS Ti	0.75" Titanium Socket Head Cap Screw	4
6	90010	Aluminum Clamp	4
7	31202	Heat Treated Stud	2
8	90113	1/8" Spacer	4
9	90114	1/4" Spacer	2
10	AF1220OGZ	1/2-20 Flange Locknut	2
11	FH5818CCZY	5/8-18 Centerlock Jam Nut	2
12	F11067	5/8-18 Jam Nut	2

RTA 996

SPL PARTS

Tools needed:

18mm wrench 19mm wrench 24mm wrench/socket
Deadblow hammer
3/16in allen wrench

1. Jack the car up and remove the wheels. Remove the four bolts at the rear of the frame that hold the swaybar, and let it drop out of the way. This enables access to the toe arm bolts. Next, loosen the toe arm bolts at the chassis end first, using an 18mm or socket. The only way to remove this bolt is by removing the nut and washer, as you cannot turn the bolt itself.

2. After removing the bolt at the chassis end, loosen the nut at the rotor/knuckle end until most of the shank threads are showing. Hit it with a deadblow hammer, or use a piece of wood over the top of it and a regular hammer. This should pop the shank loose, and the toe are should now be free for removal. A really stubborn shank may need a tie rod end remover with a jaw of 50mm or more.

3. Before installation of the new arms begins, try to get the new arms as close as possible to the length of the old ones. You can either measure the old arms center to center of the chassis and knuckle ends, or lay them side by side with the new arms. This will allow you to drive to your alignment shop and save excess wear on your tires.

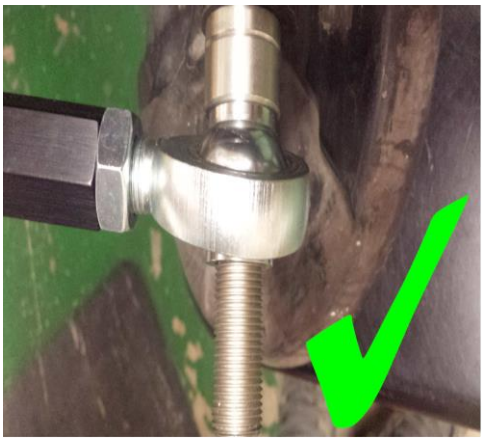
4. Begin at the chassis end of the arms and tighten the nut to 75 **ft.-lbs.**, then move to the knuckle/rotor end. Insert the Shank (7) into the FK Rod Bearing (4). Use the two supplied silver 5/8-18 Jam Nuts (12), and jam two nuts together to help hold the Shank. Torque the Flange Locknut (10) on top of the knuckle to 75 **ft.-lbs. DO NOT USE IMPACT GUN OR OVERTORQUE** otherwise strength of Tie Rod End will be severely compromised. *SPL Parts is not liable for any issues due to overtorque.*

5. Remove the two silver 5/8-18 Jam Nuts.

6. Install supplied Stainless Steel Spacers (8, 9) to adjust bump steer. You will want to try to make the angle of the tie rod set up match the angle of the lower control arm. The lower the car, the more spacers you will use. Test and adjust from there. **Note**: With more spacers, the tie rod will be pushed closer to the rotor. As long as there is clearance no matter how close, they should never touch.

7. Install the 5/8-18 Centerlock Jam Nut (11) on bottom. This nut will take some effort to thread (about 20 ft.-lbs. of torque) as it is a metal crimping/locking nut. Torque to 80 **ft.-lbs**.

Check for binding or any problems by rotating steering wheel lock to lock. Check that the spherical bearing does not bind (the edge of the ball bearing hitting or close to hitting the housing) under any situation as shown in the pictures below. After installing, run the suspension and the steering rack from lock to lock through its travel to make sure there is no contact between the arms.



Note that the FK Rod End can rotate freely, so the picture on left is not binding even though the edge of the ball is touching the housing.

Tighten the Blue Titanium Socket Head Cap Screws (5) 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. When getting the car aligned, please adjust toe by turning the Turnbuckle (1).

Reattach the sway bar, tightening the four bolts to 17 **ft.-lbs**.

Length Adjustment of Toe Arms

SPL Parts Rear Toe Arms are preset to a specific length, but in certain cases it may be necessary to make them longer or shorter. The toe arm ends can be lengthened or shortened on the car using the following procedure:

Loosen the Aluminum Clamps (6) on both ends of the Turnbuckle. Turn the Turnbuckle so as to thread in/out the FK Rod End (spherical bearing side). Threading in/out the FK Rod End will in turn thread out/in the Turnbuckle on the chassis side.

Once the FK Rod End is long/short enough, tighten down the Aluminum Clamps. Note that for safe thread engagement, the **maximum** amount of exposed thread on the Rod End should not exceed the measurement as pictured on the left.