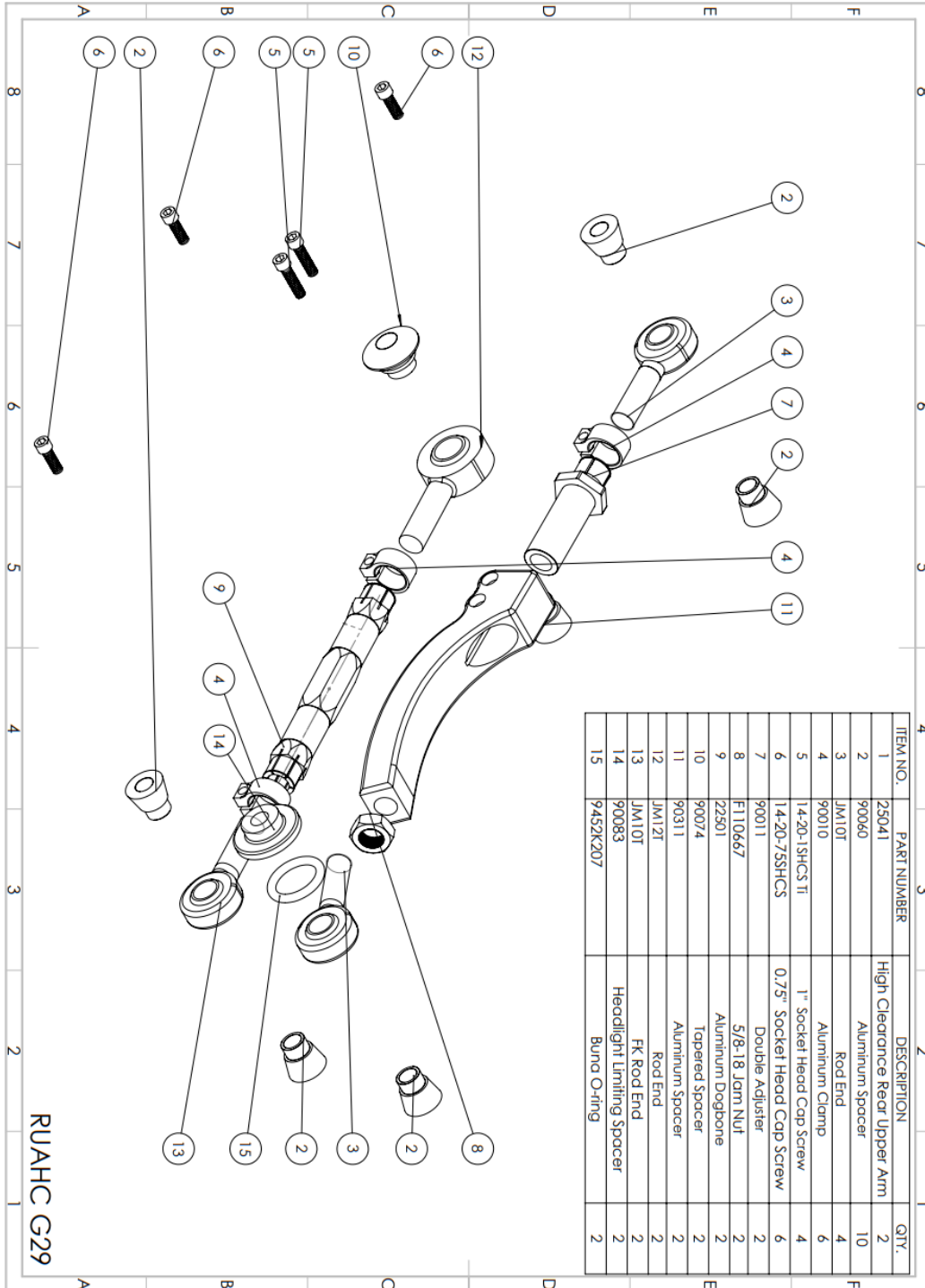


# Rear Upper Arm Kit Installation Instructions SPL RUA G29



RUAHG G29

## Rear Upper Camber Arm Instructions

1. Remove the OEM arm. We suggest removing and installing one arm at a time. It makes the full installation easier.
2. Set SPL Parts Arm next to the OEM arm. Use the bolts through the stock arm to set the SPL Parts Arm to the exact length of the OEM arm, ensuring equal thread engagement on both ends. **DO NOT ADJUST THE ROD END HELD ON AT THE JAM NUT (8).** Adjust using the double adjuster (7) hex.
3. Install the SPL Parts Arm using the OEM hardware with the double adjuster end at the outboard side. Tighten the bolts to **74 ft. lbs.** (100 N/M) at both ends. **DO NOT OVERTORQUE.** *SPL Parts is not liable for any issues due to overtorque.*
4. Once the arm is installed, check both FK Rod Ends (3) are centered in their articulation and locked. Tighten the Blue Titanium Socket Head Cap Screws (5, 6) until the assembly does not rotate, a maximum of **150 IN. lbs.**
5. Professional alignment is recommended. Take your vehicle to an alignment shop, bringing these instructions with you to ensure that the arm is adjusted correctly.



## Rear Upper Traction Link Instructions

1. Remove the OEM arm. The knuckle side of this arm may require a breaker bar as it is very tight, and the subframe side requires you to lower the subframe to remove the bolt. You can lower one side of the subframe at a time if it makes it easier, and we suggest placing the bolt back in the other direction so the subframe does not need to be lowered again to remove this arm.

2. Set the SPL Parts Arm next to the OEM arm. Use the bolts through the stock arm to set the SPL Parts Arm to the exact length of the OEM arm ensuring equal thread engagement on both ends. Please refer to the next picture. Note the groove on one side of the SPL Parts Arm to indicate the left-hand threads.

3. Install the SPL Parts Arm using the OEM hardware. Please ensure the Tapered Spacer (10) provided mates up with the tapered section of the knuckle. Tighten the bolts at the subframe to **74 ft.-lbs.** and the bolts at the knuckle to **135 ft.-lbs. DO NOT OVERTORQUE!** *SPL Parts is not liable for any issues due to overtorque.*



4. Once installed, ensure that both of the FK Rod Ends (12, 13) are centered and have full articulation. Lock them in place by tightening the Blue Titanium Socket Head Cap Screws (6) with a 3/16 allen wrench until the assembly does not rotate, to a maximum of **150 IN. lbs.**

5. Professional alignment is recommended. Take your car to an alignment shop and bring these instructions with you to ensure that the arm is adjusted correctly.

## Adjusting the Length of the Links for Alignment

Loosen the Aluminum Clamps on both ends of the Aluminum Dogbone. Turn the Dogbone so as to thread in/out the FK Rod Ends. Threading in/out the Dogbone will in turn thread out/in both rod ends. Once the assembly is the correct length, tighten down the Aluminum Clamps by torquing the Blue Titanium Socket Head Cap Screws (5) to 150 **in. lbs.** Note the thread engagement should not exceed the measurement pictured on the right (0.625").

