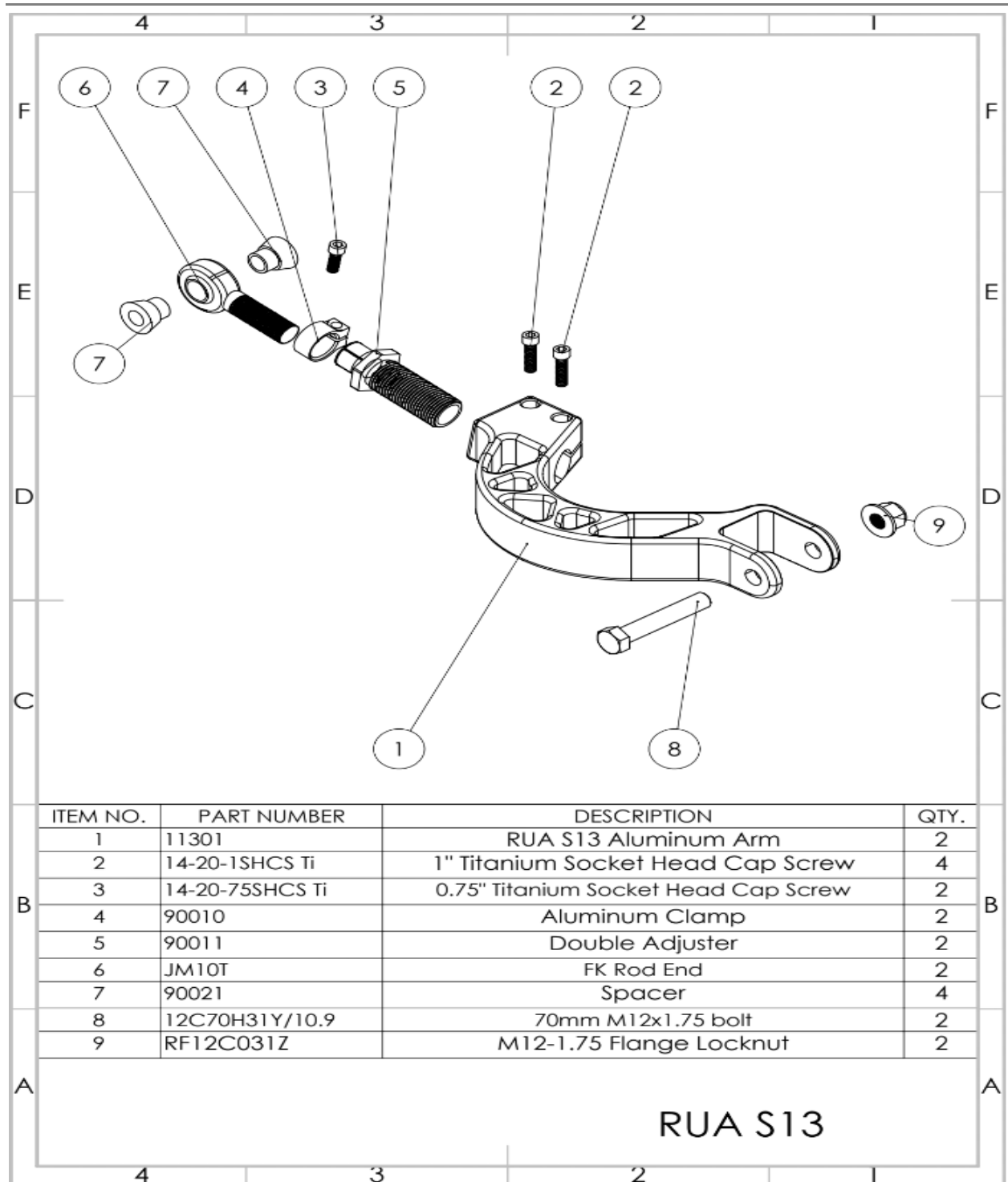
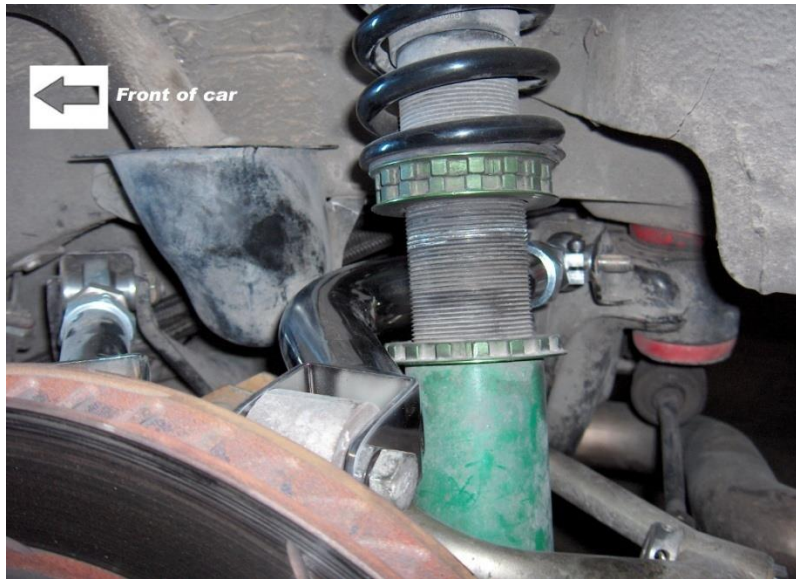


# Rear Upper Arms Kit Installation Instructions SPL RUA S13



Use the following two pictures to determine the orientation of the SPL Parts Rear Upper Arms. The two arms are different and there is only one way they can be installed correctly, so please be sure to read the following carefully!



The Rear Upper Arms should be installed with the body of the arm closer to the traction rod and towards the front of the car, as shown.



There is a small angle designed into the arm to allow it more clearance to the frame rail for lowered cars. If installed in the wrong orientation, there will be LESS clearance to the frame rail than normal, and can result in damage or failure of the rear upper arms. Properly installed, the angle would be as shown.

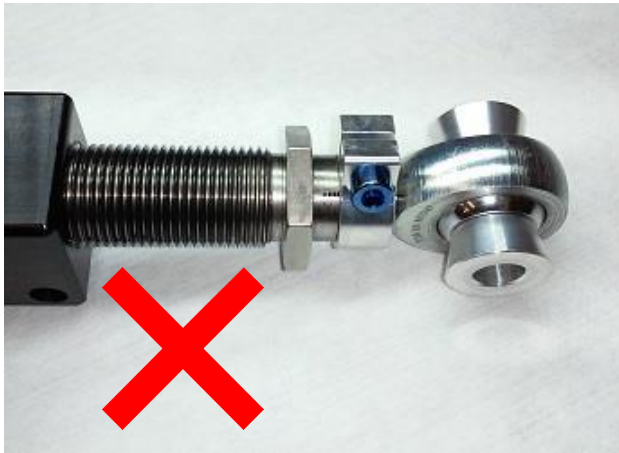
Please keep in mind that we no longer carry the Chromoly, tubular style as pictured above. The version included in this kit is now Billet Aluminum, however, the orientation needs to be followed as shown. The Socket Head Cap Screws will face up. Torque inner (OEM) and outer (8) bolts down to 75 ft-lb.

Once alignment is set, torque the 1" Socket Head Cap Screws (2) to 75 in-lb and the 0.75" socket head cap screw (3) to 150 in-lb. **DO NOT OVERTORQUE, you can damage your components.**

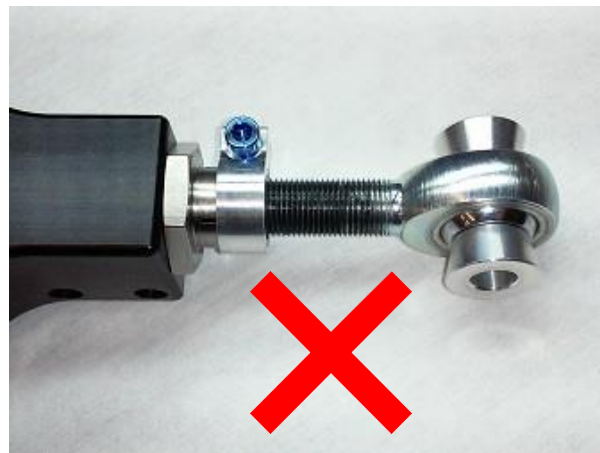
## SPL Double Adjuster

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):

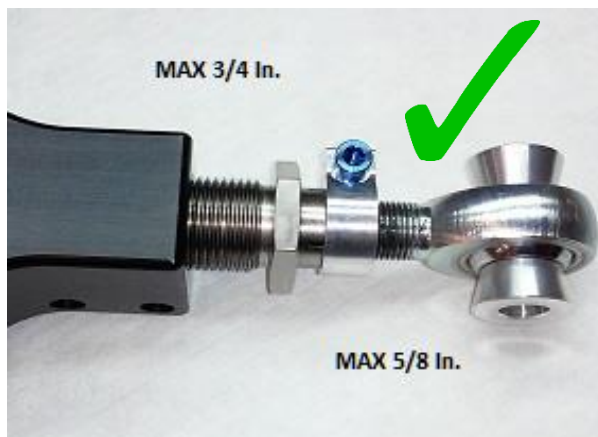


*Overextended adjuster.*



*Overextended rod end.*

The next 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.

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.

