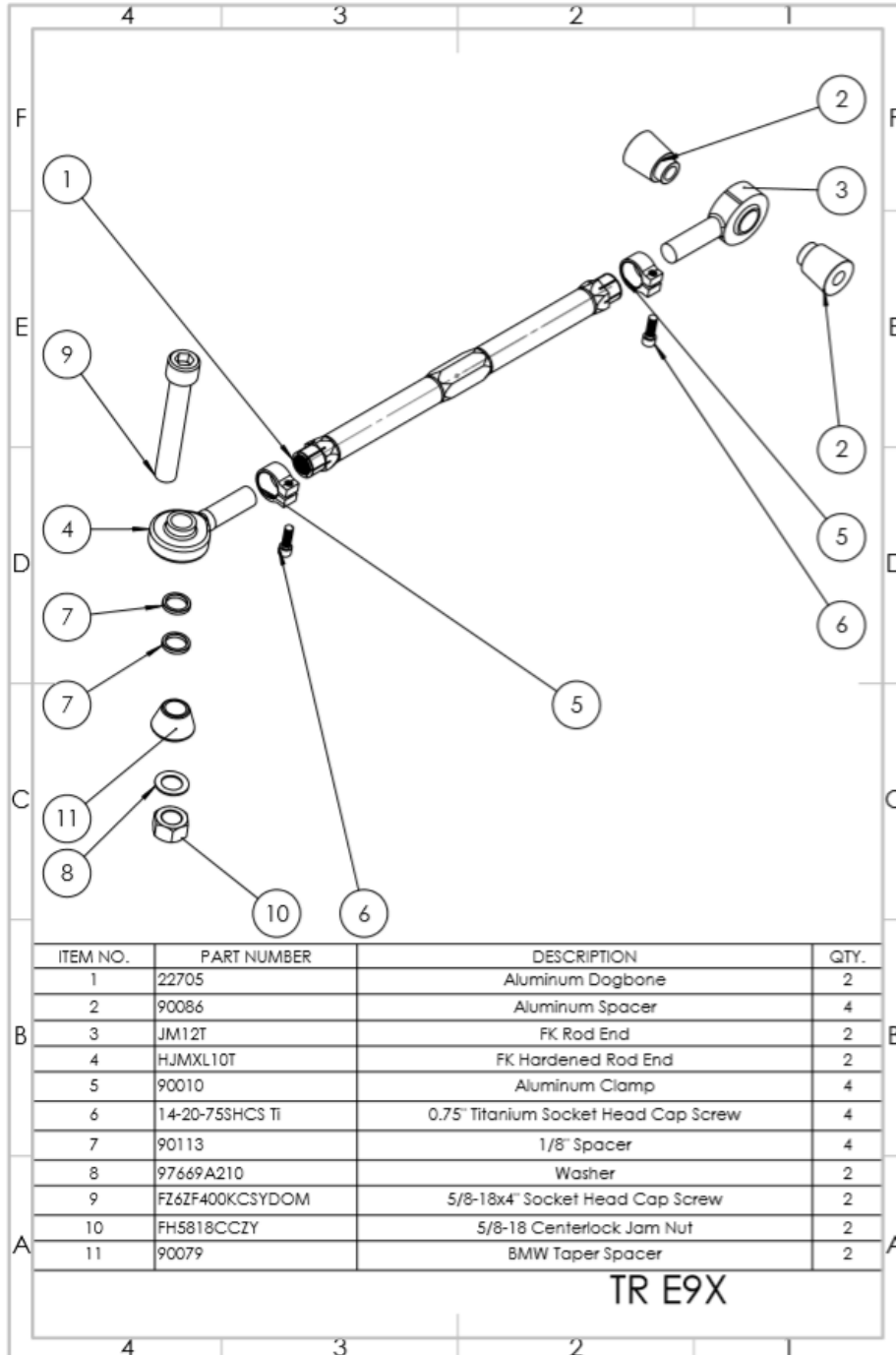


Tension Rods Kit Installation Instructions

SPL TR E9X BMW



Warning: Working under a car is inherently dangerous. Take proper measures to ensure safety. SPL Parts is NOT responsible nor liable for any damage to vehicles, property, or people. If in doubt, take the car to a professional.

Tools Needed:

| | | |
|---------------|-----------------|-------------------------------------|
| Floor jack | Two jack stands | Wheel chocks (Safety First!) |
| Torque wrench | Socket wrench | Sockets: 17mm, 18mm, 21mm, 8mm |
| Good lights | Eye protection | Breaker bar for stubborn nuts/bolts |

1. Jack the car up and put the jack stands under the car, making sure they are stable. Chock the wheels on the ground to prevent the car from rolling off the jack stands. Using the 17mm socket, remove the wheels.

2. Remove the plastic undertray for access using the 8mm socket. There should be about 17 bolts/screws to remove. Once this is done, you will have access to the underside of the car. At this point, it may be wise to spray penetrating lubricant on the nuts and bolts of the tension rod and let them soak for a while. After the lubricant has had time to loosen up the bolts, remove the stock tension rod.

3. Install the chassis end of the SPL Parts Tension Rod first. This end has the two Conical Spacers (2) that fit into the FK Rod End (3), and this assembly should fit nicely into the space on the chassis that the stock arm was removed from. Use the stock bolt to secure the arm back into place and tighten to **74 ft.-lbs.** plus an additional 90 degree turn. **DO NOT OVERTORQUE!** *SPL Parts is not liable for any issues due to overtorque.*

4. Begin the installation of the knuckle side of the Tension Rod. There are 2 different spacers provided in your kit:

Spacer #7: 1/8" Flat Spacers

Spacer #11: Conical Spacer mimicking OEM Roll Center

The two smaller Spacers (#8) are to provide roll center adjustment.

Spacer (11) goes into the knuckle, followed by the number of roll center spacers (8) you need for your application, followed by the FK Rod End (4).

The Socket Head Cap Screw (9) goes through all of this.



5. The shank (10) is a ½ inch Allen head. Place the washer (8) between the knuckle and nut, then tighten the nut at the top to **110 ft-lbs**. (Make sure to lubricate the threads; motor oil is fine.) Once tight, check for binding or any problems by moving the suspension through its full travel and moving the wheel lock to lock while doing so. Ensure that the spherical bearing does not bind (the edge of the ball bearing hitting or close to hitting the housing) under any of the above situations and there is no interference between suspension arms.

6. Once you have ensured that there will be no binding or interference, loosen the two Blue Titanium Socket Head Cap Screws (6), and rotate the Black Turnbuckle (1) in the middle either by hand or a wrench on the portion with the SPL Parts logo to change the length of the part and set your alignment. Once the length has been set, tighten the two Blue Titanium Socket Head Cap Screws to a maximum of **150 in-lbs**. Once again, do not overtorque.

7. Take your car to a professional alignment shop. Bring these instructions with you to ensure the SPL Parts Tension Rods are adjusted correctly.

8. Be safe and enjoy your new upgrade!