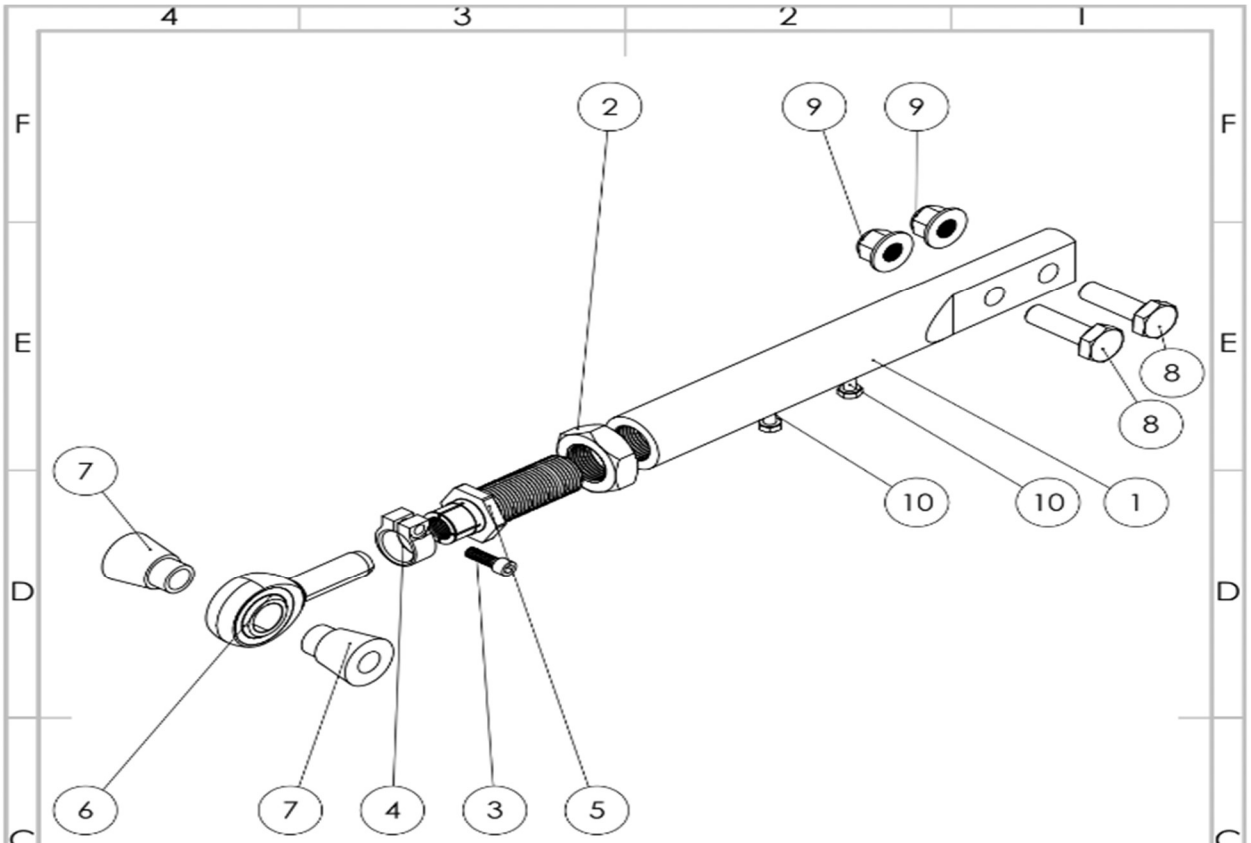
Tension Rods Kit
Installation Instructions
SPL TR S13



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	10810	S13 Tension Rod	2
2	JNL16-2 Ti	1-12 Jam Nut LH Titanium	2
3	14-20-75SHCS Ti	0.75" Titanium Socket Head Cap Screw	2
4	90010	Aluminum Clamp	2
5	90011	Double Adjuster	2
6	JM12T-5 8-18	FK Rod End	2
7	10801	Spacers	4
8	12C40HFZ/10.9/6921	M12 Hex Flange Bolt	4
9	RF12C031Z	M12-1.75 Flange Locknut	4
10	FS6C10WFZ	M6 Flange Bolt	4

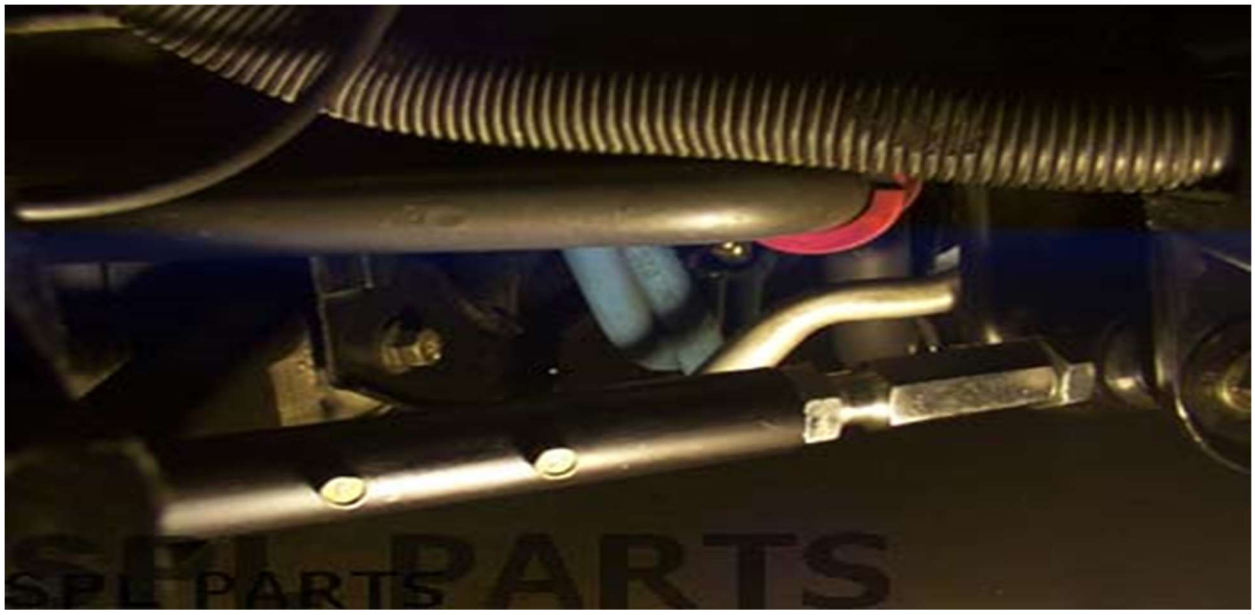
TR S13

1. Remove the stock tension rods and pre-set the new SPL Parts Tension Rods to the same length as the stock rods (as measured from bolt hole to bolt hole). Read instructions on our Double Adjuster on how to properly set the adjuster.

2. Mount the new Tension Rods and torque the two Bolts (8) connecting the tension rods to the lower arm to 70 **ft.-lbs**. **DO NOT OVERTORQUE!** Be sure to face the brake cooling deflector mounting holes towards the outside of the car. *SPL Parts is not liable for any issues due to overtorque.*

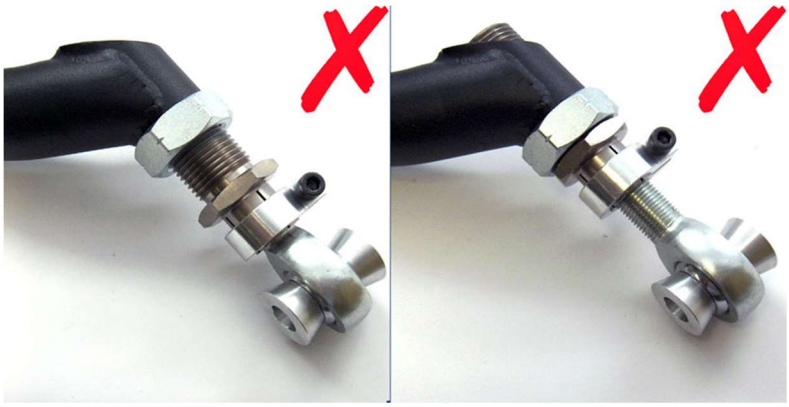
3. Install the two small M6 Bolts (10) for the brake cooling deflectors onto the Tension Rod even if you are not mounting the brake cooling deflectors. The bolts will increase the strength of the aluminum rod. Lightly tighten the bolts (~5 ft.-lbs).

4. Be safe and enjoy your new upgrade!



SPL Double Adjuster

The hybrid adjuster is what is known as a **double adjuster**. On the outside the thread is left-handed, and on the inside side 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, 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):



This picture shows a properly threaded adjuster. The rod end (heim joint) will thread out about 2/3 the length of the adjuster. Note also the maximum adjustment limits shown in the picture.

This jam nut should be tightened against the body of the arm. To properly tighten the jam nut, hold the adjuster hex with a wrench, then use a second wrench to tighten the jam nut.

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.