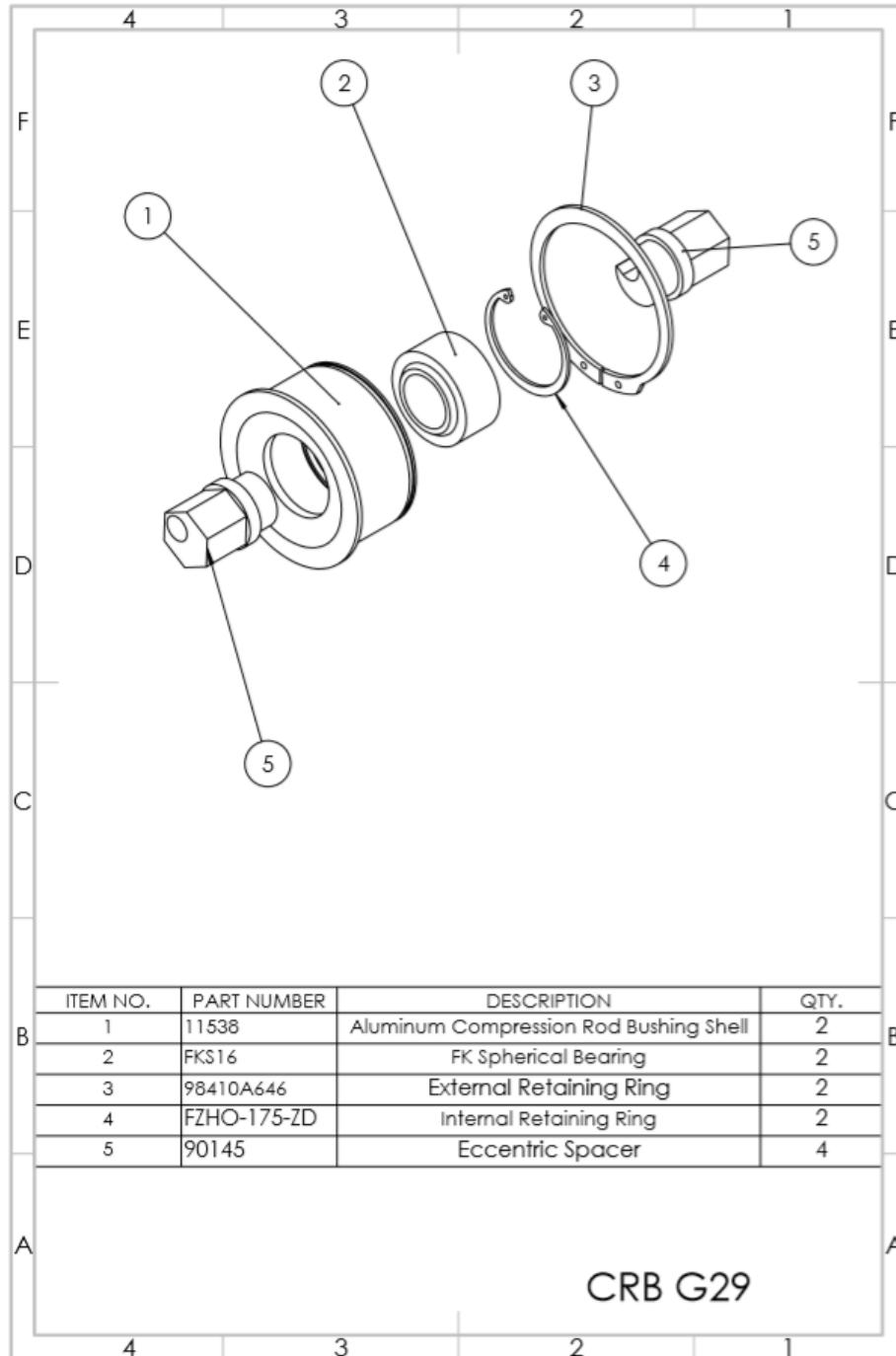


Front Caster Rod Bushings Kit Installation Instructions SPL CRB G29



Tools Needed:

1 7/8in socket
Hydraulic Press

18mm wrenches
26mm or 1in wrenches

Remove the caster rod using the 18mm wrenches at the chassis, then remove the ball joint nut. You may need to pry the ball joint free after the removal of the nut. Once the arm is removed, use a 1 7/8" socket as a driver with a press to remove the old bushing. We used a Craftsman socket as seen in the picture on the right. Measure the diameter of the inner of the bushing and confirm that it is no more than 0.004" larger and no less than 0.001" larger than the bore.



Be sure to have the arm level so the driver/socket can press out the bushing straight to avoid binding. Once square, press out the old bushing. Clean the bore of the arm, and smooth any nicks or burrs. The same socket can then be used to drive in the new bushing. Again, make sure to align the driver and bushing to go in straight and not bind.

Install the retaining ring on the far side of the bushing, then reinstall the arms on the car. Before installing, mark the edge of the hex on both of the spacers (5) that is closest to the bolt hole. This makes installation much easier.

Tighten the bushing nut at the chassis to 81 **ft.-lbs.** Tighten the ball joint nut to 110 **ft.-lbs.**

Have the car aligned professionally, as the new bushings will alter the alignment noticeably after installation compared to the stock alignment.

Be safe and enjoy your new upgrade!

This picture is an alternate view of pressing the bushing out.



TO ADJUST YOUR CASTOR USING THIS BUSHING:

Have the arm tension arm completely installed, but leave the bolt at the chassis loose. Use two adjustable wrenches to rotate the assembly until desired camber is reach. Hold this in place while the bolt at the subframe is tightened to 100Nm. You will need a large extension to get to this bolt. Make sure the crash lever is put back into place along with the bolt.

ONE-YEAR LIMITED WARRANTY AND DISCLAIMER

*All SPL brand products are intended for **Off Road Use Only** and carry a one year limited warranty. See below for details. All other branded products carry their respective manufacturer warranty.*

SPL PRO suspension products warranted to be free of defects in material and workmanship for one (1) year from the date of purchase.

If a product fails to meet specifications, SPL PARTS INC will, at its election, repair, replace, or make appropriate adjustment, if SPL PARTS INC determines to its satisfaction that the product is defective in material or workmanship, i.e. contains a defect arising out of the manufacture of the product and not a defect caused by other circumstances, including, but not limited to accident, misuse, abuse, unforeseeable use, neglect, alteration, improper installation, improper adjustment, improper repair, or failure caused by other equipment or interaction with other equipment. SPL PARTS INC is not responsible for labor charges, removal charges, installation, or other incidental or consequential costs. In no event shall the liability of SPL PARTS INC exceed the purchase price of the product.

SPL PARTS INC makes no other warranties, either expressed or implied, including limitation warranties as to merchantability or fitness for a particular purpose. SPL PARTS INC shall not be liable for, and buyer assumes all risk of, any advice or failure to provide advice by SPL PARTS INC to buyer regarding the product or use and installation of product. SPL PARTS INC shall not be liable for any special, incidental or consequential damages.

If the purchaser of the product shall fail to pay when due any portion of the purchase price, or fail to meet any terms required under contract agreed on at time of purchase, all warranties and remedies granted may be terminated.

Using any SPL arm as a tie/strap down point for a dyno session or transport will void the warranty.