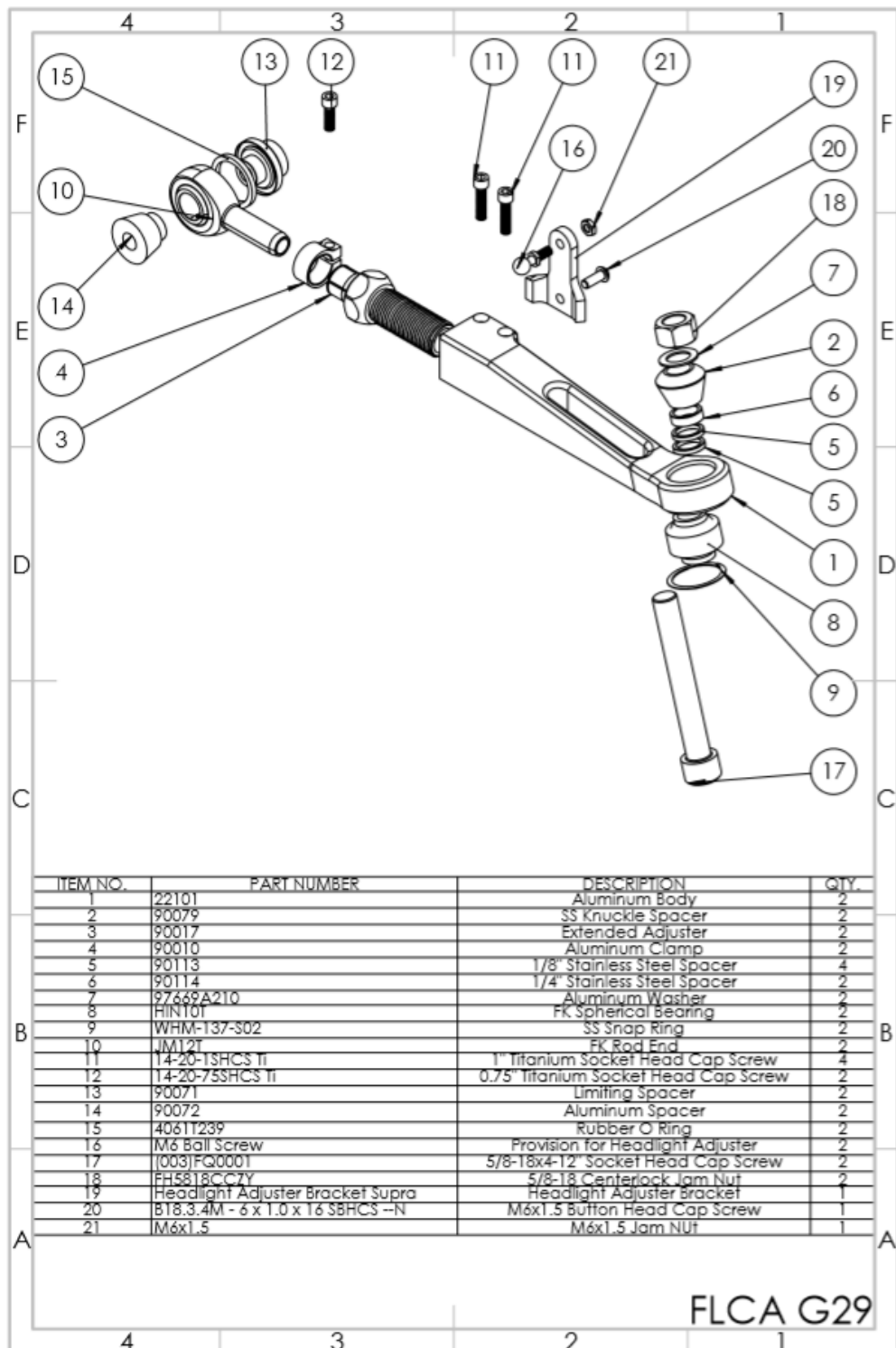


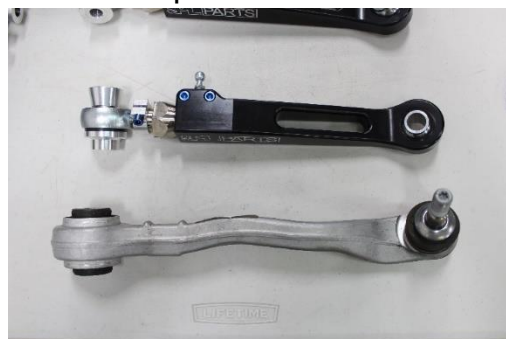
# Front Lower Control Street Version Installation Instructions SPL FLCA G29



Thank you for your purchase of this SPL Parts performance suspension product. Please follow these instructions exactly to ensure that the product is able to function to the best of its ability, and you can achieve the most performance out of your vehicle.

Tools Required – Ratchet, 6mm, 8mm, 16mm, 18mm, 21mm, and T40 Torx Sockets, 18mm and 21mm wrench

1. Jack or raise the front end of the car and remove the front wheels.
2. Remove the metal and plastic undertrays that are in your way using 8mm and 16mm sockets.
3. Take a photo of your headlight sensor for reference later. Disconnect the headlight aiming sensor by popping the ball out of the lower portion of the mechanism. This should be on the driver's side of the vehicle. If you do not disconnect this, you can damage the sensor as you remove the lower control arm. Be careful, as these are plastic components. Using a plastic ball joint removal tool may be useful here, gently pry it off.
4. Remove the ball joint nut at steering knuckle using a 21mm wrench. If the ball starts to spin at the knuckle, you may need to use an open face wrench and the T40 torx to remove the nut. Remove the nut and bolt at the subframe end of the arm using an 18mm socket and wrench.
5. Use a prybar to remove arm from steering knuckle, then remove the control arm. The ball joint isn't a press fit, so it should come out fairly easily.
6. Place the OEM arm next to the SPL arm, and lengthen the SPL arm to match the OEM arm as closely as possible. Adjust from the hex on the adjuster, do not rotate only the adjuster or only the rod end. This is best done by holding both the rod end and body of the arm in place, and rotating the adjuster by itself. This is explained at the end of the instructions in more



detail.

7. Install the SPL Parts Control Arm at subframe end first with the OEM bolt where the two FLCA Spacers (13, 14) should fit, then install at the knuckle. **The clamping mechanism on the arm should be facing the rear of the vehicle, with the logo facing forwards. If the arm is installed on the wrong side of the vehicle, you can have contact issues with the swaybar.**

8. The 5/8-18 Bolt (17) should go through the spherical bearing (8), followed by the tapered spacer (2) into the knuckle. The use of roll-center spacers (5,6) at the knuckle will vary, **but you must make sure to use the tapered spacer (2)**. If this is not done, the arm may interfere with the knuckle, which could cause failure. Make all of the nuts finger tight.

9. Tighten the bolts at the subframe to **74ft. lbs.** (100N/M), and the 5/8-18x4 Socket Head Cap Screw (17) to **130 ft. lbs.** Make sure to lubricate the threads. *SPL Parts is not liable for any issues due to over-torque.*

10. When the arm is installed correctly, the ball joint will be at about a 20° angle. You need to make sure the arm is rotated as far as possible without running the bearing out of articulation so that the endlink does not come into contact with the front lower control arm. Below is a picture showing this.



11. The kit contains a 3D-printed bracket (19), a screw to attach it to the lower control arm (20), and a threaded ball (16) to attach the OEM headlight adjuster to the lower control arm. Install it in the hole that mimics the OEM location for your ride height sensor as closely as possible from the picture you took earlier.

12. If your car is at ride height, the tapered spacer (2) should mimic OEM roll center. If you have lowered your vehicle, you will need to use the roll center spacers (5,6). If you have a lowered vehicle, you must sweep your suspension from full droop to full compression and lock to lock to ensure the bearing (8) does not go out of articulation anywhere in the suspension travel. Not doing this could result in **dangerous** bearing failure. We suggest removing the spring from the shock/coilover to make sure the suspension is travelling through its full sweep, as the shock should be the limiting factor of your travel, not our arm. Make sure that there are no contact issues anywhere in the sweep as well.

13. The suspension on the front of this vehicle is packaged quite tightly. You will need to ensure that the swaybar does not come into contact with the lower control arm, as this can damage the arm and bearings. If there is contact, you may need to purchase an adjustable castor bushing, or reduce the amount of camber you are using.

14. Have the car professionally aligned, as replicating the original settings is nearly impossible. It may be necessary to adjust the toe in order to drive the car to an alignment shop if you either added or subtracted camber. Take these instructions with you to ensure that the arm is adjusted correctly.

15. Check all torques after the first 100 and 500 miles of driving, or after your first two sessions at the track if it is a track car, to make sure that nothing has loosened up due to vibrations.

16. 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. 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.

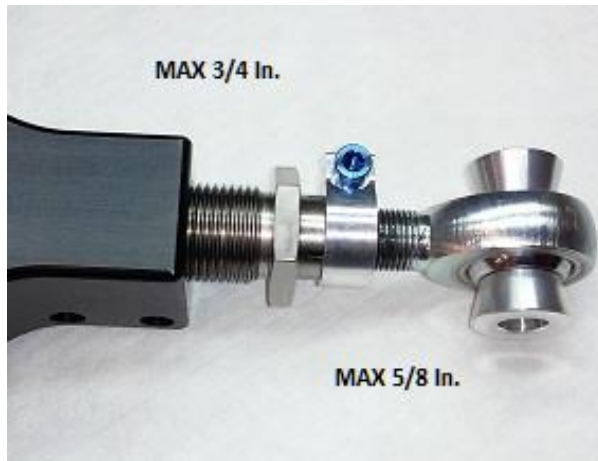
When lengthening/shortening, be sure to keep the arm and rod end from freely rotating when you turn the adjuster. Do not make the following mistakes (threading out **only** the adjuster or threading out **only** the rod end):



*Overextended adjuster.*



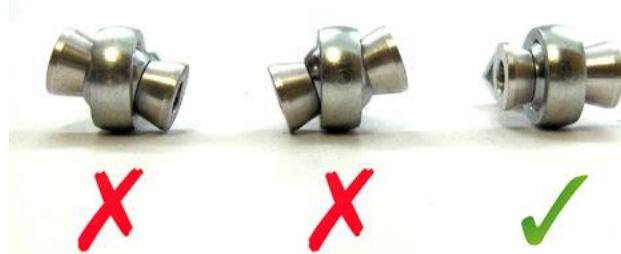
*Overextended rod end.*



*Properly adjusted.*

This 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.

## **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.***