

# SPL Front Lower Control Arm E8/9X Race Version

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## **TOOLS NEEDED:**

**21mm wrench   Prybar   1/2" Allen Wrench   15/16" Socket   3/16" Allen Wrench**  
**This version of the arm (race) has no provision for headlight aiming mechanism.**

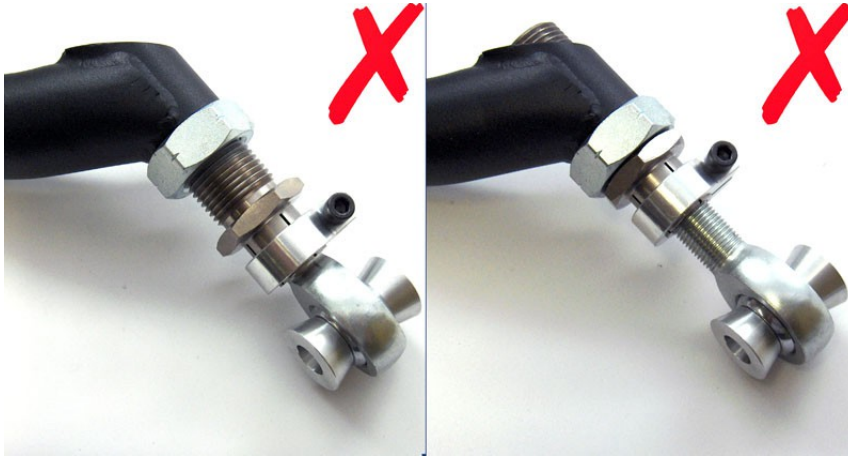
## **Instructions:**

1. Jack or raise front end of car and remove front wheels.
2. Disconnect headlight aiming sensor if car is so equipped.
3. Remove 21mm ball joint nut at steering knuckle, then 21mm fastener at subframe end of arm. There is a clip-on bracket that must be removed from the nut to remove it.
4. Use prybar to remove arm from steering knuckle, then remove control arm. The ball joint isn't a press fit, it should come out easily.
5. Install control arm at subframe end first, then at the knuckle. Make all nuts finger tight. Use of spacers will vary, but we advise all be used to maintain steering characteristics.
6. Tighten bolts at the subframe to 73.7 Ft Lbs (100N/M), and the Allen head shank to 110 Ft Lbs. Make sure to lubricate the threads, motor oil is fine. Tighten the 3/16" Allen bolt on the collar.
7. Have 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.

# SPL HYBRID ADJUSTER

The hybrid adjuster is what is known as a **double adjuster**. On one side the thread is left-handed and on the other side the thread is right-handed. So 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):



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.

### **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.*

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*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.***