

Rear Traction Links Kit Installation Instructions SPL RTR F8X – BMW



For BMW:
-2014+ F80 M3
-2014+ F82 & F83 M4

The SPL RTR F8X is designed to remove the deflection caused by rubber bushings, and allow for a wide range of easy adjustment to dial in your suspension for whatever type of driving you are doing, whether it be down winding back roads or on the track. Below are the installation instructions. Make sure to adhere to these closely, otherwise you may damage your part, reduce the life of the rod ends, or damage other components of your suspension.

WARNING: DO NOT OVERTORQUE! **SPL Parts is not liable for any issues due to overtorque.**

Instructions:

1. Jack up the rear of your car and place it on jack stands. Make sure that there is enough clearance from the ground to remove the wheel and reach inside the wheel well easily. Make sure everything is supported safely before getting under your car.
2. Remove the wheels from the rear of the car
3. Remove the stock traction arm from the knuckle and the subframe. Once removed, place it next to your SPL part and try to match the length of the arm as closely as possible. This is to keep the car as close to the alignment as it had before you removed the stock arm so that you can make it to the alignment shop with as little wear as possible on your tires.
4. Install the subframe end of your SPL arm first, making sure that the rod end is correctly oriented so that it will never reach max articulation while you are driving. Tighten to 80 **ft-lb.**
5. Install the knuckle end of the SPL arm, ensuring once again that the rod end is in an orientation that does not allow the articulation to be maxed out. Torque the supplied nut down to 85 **ft-lb.**

6. Use your jack to run the suspension up and down, all while watching the rod ends at each end of the arm to ensure that max articulation is not reached, and that there is no contact between any of the arms. To make absolutely sure that there is no contact between any of the arms, we suggest removing the strut in the rear so that the full travel of the suspension can be checked with the wheel of the car.

7. Place the wheels back on the car. Make sure that there are no clearance issues between the wheel and the new arms before lowering the car.

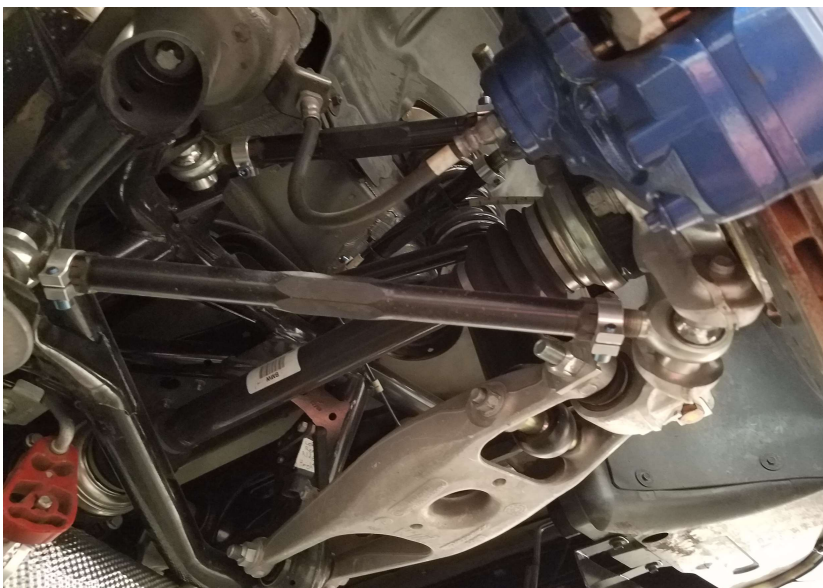
8. Remove the jack stands and lower the car. Do one final check before driving to make sure that there is no contact between the various suspension components in the rear, and no contact between the wheel and the suspension.

9. Align your vehicle, or drive the car to an alignment shop to be professionally aligned. The car may handle a bit strangely on the way to the alignment shop, as putting these new arms on your vehicle most likely changed the your alignment. Make sure to bring these instructions with you to the alignment shop so that there is no confusion on how to adjust these parts correctly.

10. Take the car for a drive and make sure there are no strange noises or weird suspension movements. If there are, check the parts and make sure that the rod ends are not reaching their max articulation, as this is the most common issue that customers run into with our parts.

ADJUSTMENT: To adjust the arms, loosen the blue titanium socket head cap screws and rotate the turnbuckle. Once you have reached your desired length for this arm, tighten down the socket head cap screws to 150 **in-lb.**

11. Be safe and enjoy your new upgrade!



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.

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