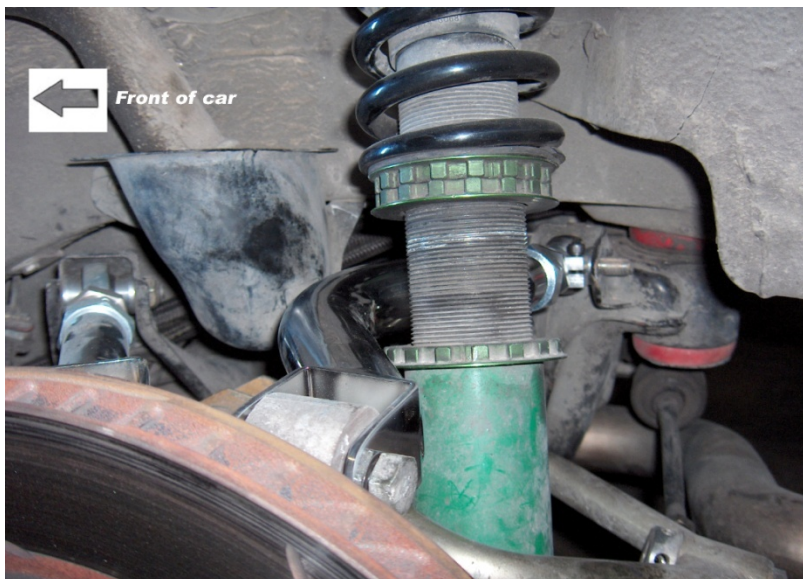


SPL REAR UPPER ARMS

Use the following 2 pictures to figure out the orientation of the rear upper arms. The 2 arms are different and there is only 1 way they can be installed correctly, please be sure to read the following carefully!



The rear upper arms should be installed with the tubing closer to the traction rod, towards the front of the car, as shown



There is a small angle designed into the arm to allow it more clearance to the frame rail for lowered cars. If installed in the wrong orientation there will be LESS clearance to the frame rail than normal, and can result in damage or failure of the rear upper arms. Properly installed, the angle would be as shown

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.