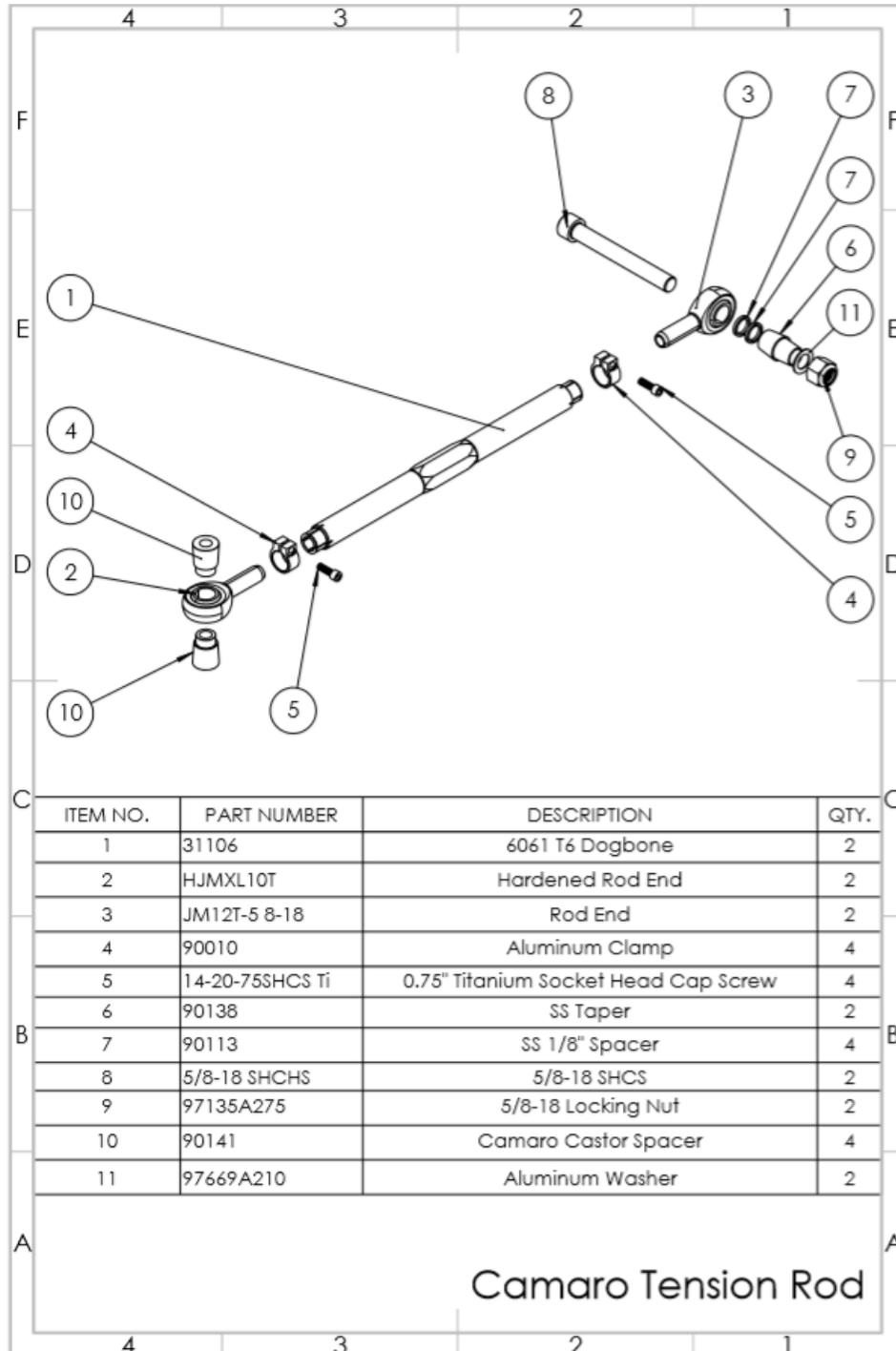


Tension Rods Kit Installation Instructions SPL TR CAM6



Tools Needed:

Floor jack Two jack stands Wheel chocks
Torque wrench Socket wrench Wrenches: 15, 18, 21
Sockets: 21mm, 18mm, 15mm, 10mm, 7mm, T-15 Torx, 15/16", ½" Allen

1. Jack the car up and put the jack stands under the car, making sure they are stable. Chock the wheels on the ground to prevent the car from rolling off the jack stands. Remove the wheels.
2. You will need to remove much of the protective covering surrounding the stock tension rod. All of the lower splash shields that impede your ability to get the chassis side bolt on the tension rod need to be removed. If you have the upgraded cooling package from the factory, you need to loosen the bolts that hold this in place so that you can remove the bolt.
3. Install the chassis end of the SPL Parts Tension Rod first. This end has the two Conical Spacers (10) that fit into the FK Rod End (2), and this assembly should fit nicely into the space on the chassis that the stock arm was removed from. Use the stock bolt to secure the arm back into place and tighten to **74 ft.-lbs.** plus an additional 90 degree turn. **DO NOT OVERTORQUE!** *GM suggests replacing this bolt. We have not had issues with reusing the bolt in our experience, but you can replace it with the GM part number.*
4. Match the length of the SPL Tension Rod to the OEM Part. This will make it much easier to get your alignment into spec.
5. Begin the installation of the knuckle side of the Tension Rod. The bottom of the shock can make installation difficult. It is suggested to have the arm assembled as you would put it into the knuckle, with the tapered spacer (6) and any anti-dive spacers (7) you will be using already on the bolt (3), which is already passed through the rod end (3). Slide the whole assembly through, place the washer (11) on the bottom side, and tighten the nut (2) finger tight.
6. The shank (11) is a ½ inch Allen head. Tighten the assembly to **110 ft.-lbs.** (Make sure to lubricate the threads; motor oil is fine.) Once tight, check for binding or any problems by moving the suspension through its full travel and moving the wheel lock to lock while doing so. Ensure that the spherical bearing does not bind (the edge of the ball bearing hitting or close to hitting the housing) under any of the above situations and there is no interference between suspension arms.

7. Once you have ensured that there will be no binding or interference, loosen the two Blue Titanium Socket Head Cap Screws (5), and rotate the Black Turnbuckle (1) in the middle either by hand or a wrench on the portion with the SPL Parts logo to change the length of the part and set your alignment. Once the length has been set, tighten the two Blue Titanium Socket Head Cap Screws to 150 **in-lbs**. Once again, do not overtorque.

8. Take your car to a professional alignment shop. Bring these instructions with you to ensure the SPL Parts Tension Rods are adjusted correctly.

9. We suggest after the first 200 miles or a track day to go back and make sure that the arm is still torqued to 110 ft-lb at the knuckle, as the taper may seat and make a small amount of space.

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.