

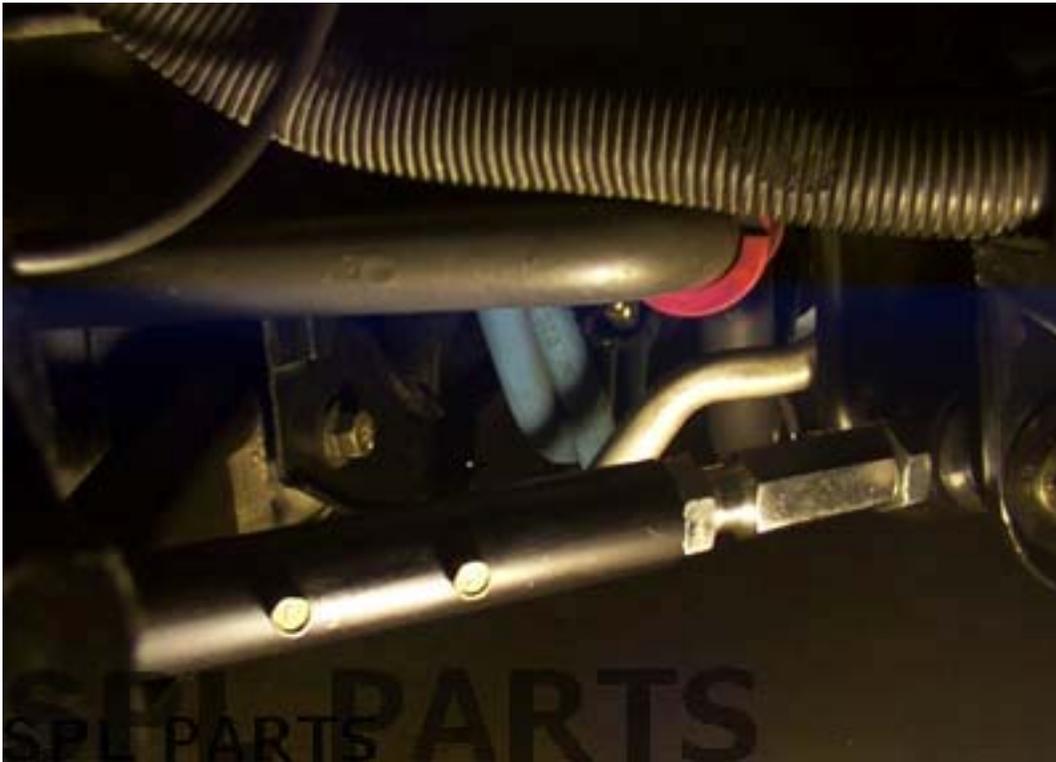
# SPL TENSION RODS

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Remove stock tension rods and pre-set new tension rods to the same length as the stock rods (as measured from bolt hole to bolt hole). Read instructions on our hybrid adjuster on how to properly set the adjuster.

Mount new tension rods and torque the 2 bolts connecting the tension rods to the lower arm to 70 ft-lbs. Be sure to face the brake cooling deflector mounting holes towards the outside of the car.

Install the 2 small (M6) bolts (for the brake cooling deflectors) onto the rod even if you are not mounting the brake cooling deflectors. The bolts will increase the strength of the aluminum rod. Lightly tighten the bolts (~5 ft-lbs).



# 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.