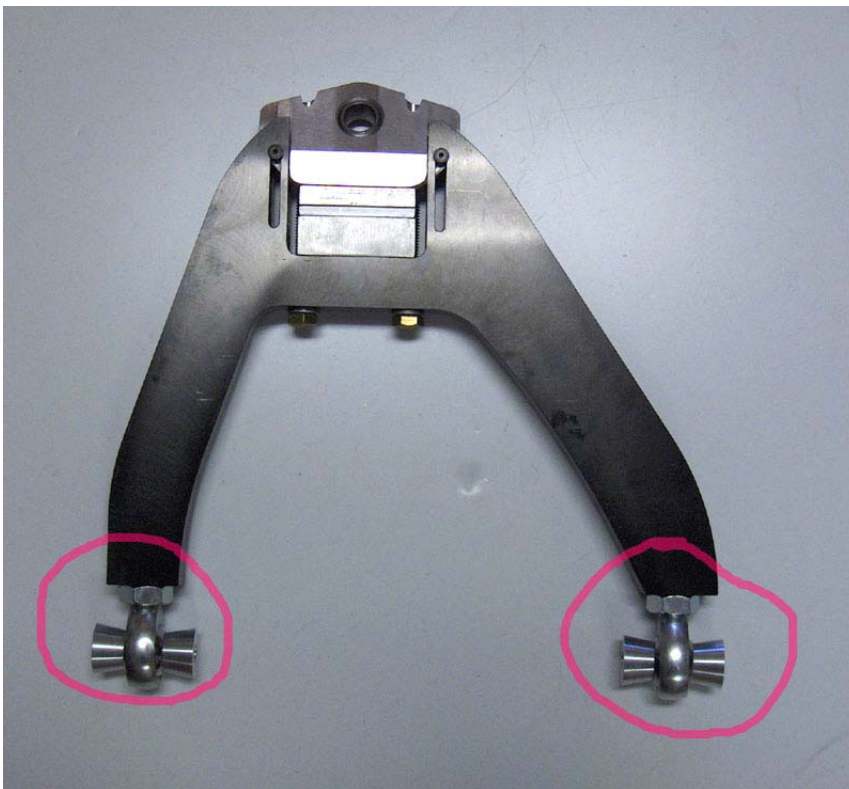


SPL PRO FRONT UPPER ARMS V2 350Z/G35



Remove stock front upper arms.

IMPORTANT Locate the 2 casting “bumps” on the back of the upright (shown circled in picture). Grind off the bumps till smooth. This is important in order for the arms to have maximum suspension travel.



CASTER ADJUSTMENT

Caster adjustment is not adjustable on the car, the arm has to be disconnected to set caster.

To pre-set caster prior to installation, locate the 2 inner rod ends, as circled. When both are fully threaded in, this should give stock caster. Stock caster is 8deg

To increase caster, thread out the rod end on the side of the arm closer to the front of the car. To decrease caster, thread out the rod end on the side closer to the rear of the car.

Every 0.3” gives 1deg of caster.

Before bolting up arms, tighten jam nuts

(15/16” hex) on the inside rod ends (approx 25 ft-lbs). Make sure rod ends are square with the arms.



Bolt up front upper arms.

Tighten inside bolts to 25ft-lbs.

Tighten nut (15/16" hex) connecting arm to spindle to 40 ft-lbs.

ADJUSTING CAMBER

Provided are a number of shim blocks:

Thick (~0.8") provides 2 deg of camber

Medium (~0.4") provides 1 deg of camber

Thin (~0.2") provides 0.5 deg of camber

Starting with 2.5 deg of shim blocks will set the arm to equivalent of stock arm. Maximum adjustment is +1 deg to -2.5 deg from the stock arm.

Insert shim blocks as necessary to reach the desired camber setting.

Tighten bolts (9/16" hex) holding the back of the ball joint block to approx 20 ft-lbs.

Snug up small allen bolt (3/32" allen) and nut (3/8" hex). This bolt provides double shear support for the ball joint block when a lot of shim blocks are used.