

**SPC**  
**PERFORMANCE®**

*This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.*


Plan Ahead - Read All Instructions **BEFORE** installing part.



Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise front of vehicle and securely support by frame.
2. Remove front tire and wheel assembly.
3. Remove knuckle pinch bolt and separate OE ball joint from knuckle. Support knuckle.

**NOTE: Supporting knuckle helps prevent strain on ABS wiring and brake lines.**

 **TECH TIP: Use SPC part #37975 to expand knuckle easily and safely.**

4. Remove OE upper control arm per manufacturer's procedure.
5. Adjust SPC arm to approximately same geometry as OE arm. Longer hex adjuster should be in forward position on each arm. Verify control arm pinch bolt is arranged with nut facing outward, *see Figure 1*.

**NOTE: Ensure equal thread is showing on either side of each hex adjuster when pre-setting arm.**

6. Install SPC adjustable control arm using OE bushing hardware. Inboard bushing housing should be aligned square to bushing pockets, *see Figure 1*.

**NOTE: Lightly tighten hex adjuster jam nuts to prevent inboard forgings from twisting.**

7. Tighten each bushing bolt to manufacturer's specifications.

**NOTE: Unlike OE rubber bushing, xAxis™ bushing pivot freely and can be fully torqued without placing any weight on suspension.**

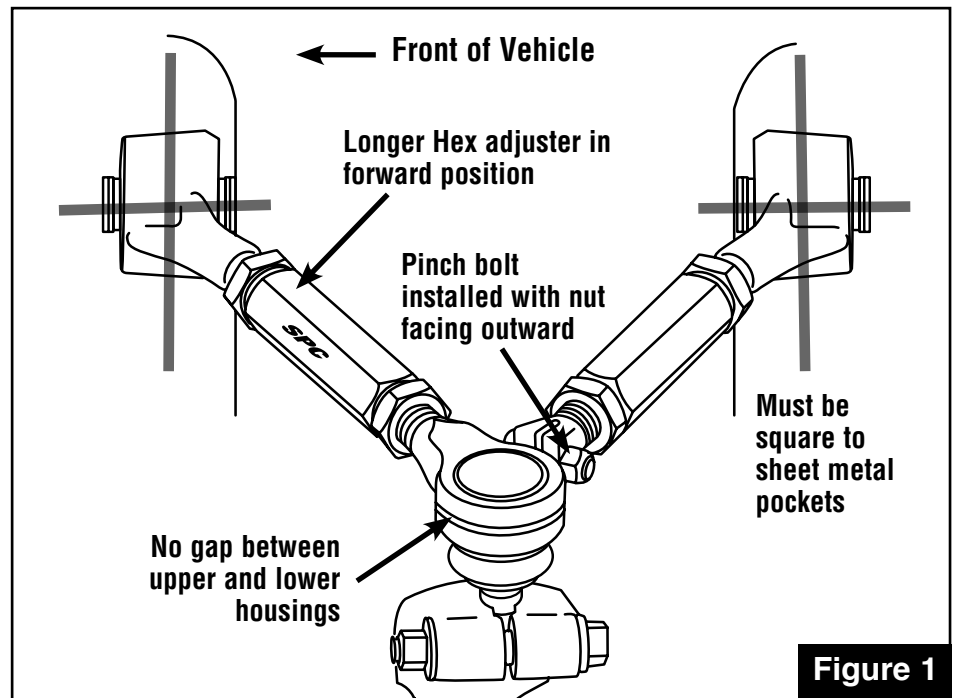
8. Install SPC ball joint into knuckle. Install OE knuckle pinch bolt and torque to manufacturer's specifications.
9. Remove any gap that may exist between upper and lower ball joint housings. Use pry bar between lower ball joint housing and knuckle to push lower housing up until there is no gap between two halves. Use care not to damage rubber boot. Lightly tighten control arm pinch bolt to prevent halves from coming apart.
10. Reinstall tire and wheel assembly. Lower vehicle.
11. Adjust camber and caster by turning control arm hex adjusters. When desired specifications are achieved, tighten all four jam nuts against hex adjusters.

**NOTE: Verify equal thread is showing on either side of each hex adjuster when adjustment is complete.**

**WARNING: Do not exceed 1" (24.5mm) of thread showing on any of the four threaded rods.**

12. Reverify that no gap exists between upper and lower ball joint housings, then torque control arm pinch bolt to 27 ft-lb (37 Nm).
13. Check for proper clearance between upper control arm and inner fender throughout suspension's travel. If necessary, use included jounce spacers to limit up-travel (SPC #67300, see supplemental instructions for installation).
14. Complete vehicle alignment and road test vehicle.

**Always check for proper clearance between suspension components and other components of vehicle.**



**Figure 1**



**Specialty Products Company®**

4045 Specialty Place • Longmont, CO 80504 • (303) 772-2103 • Fax: (303) 772-1918 • www.specprod.com • www.spcperformance.com • Email: info@specprod.com  
Toll Free Technical Hot Line: 1-800-525-6505 • For warranty information go to: [www.specprod.com/warranties](http://www.specprod.com/warranties)

©2023 Specialty Products Company® • Printed in U.S.A. • Form No.73005INS • Rev. 3/23 • ECN#3291