

PART NOS. 72130

PATENT NO. US 7,513,514 B1

**SPC
PERFORMANCE**

**Instruction Sheet
Adjustable Upper
Control Arm**

**INFINITI G35 SEDAN,
G37 COUPE, EX35
NISSAN 370Z**

**Check out the INSTALLATION
VIDEO at: <http://spc-tv.com>**



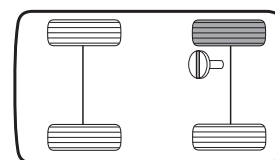
This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

1. Always check for loose or worn parts, tire pressure and tire wear.
2. Before beginning, Record the alignment readings, determine the amount of caster change needed and raise the vehicle.
3. Raise vehicle and support with jack stands. Remove front tire and wheel assembly.
4. Remove the pinch bolt and nut from the upper ball joint and remove the ball joint from the spindle. Support spindle so no strain is applied to ABS wiring or brake line.
5. Loosen and remove the upper control arm retaining bolts from inside the fenderwell and remove upper control arm. The strut may have to be loosened and the sway bar disconnected to remove the bolts.
6. Install the new adjustable control arm into the vehicle and lightly tighten bushing support nuts.
7. If caster adjustment is necessary, loosen and remove the ball joint nut and washer then remove the ball joint assembly from adjustable arm. Separate the lock plate on the ball joint from the engagement hex and rotate it according to the chart below for the required caster change then press it back onto the engagement hex.

LEFT FRONT CASTER CHANGE



+1.0° +.75° +.50° 0° -.50° -.75° -1.0°



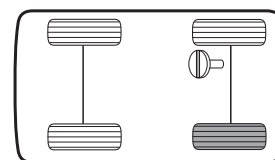
**FRONT
OF
VEHICLE**

Left Front

RIGHT FRONT CASTER CHANGE



+1.0° +.75° +.50° 0° -.50° -.75° -1.0°



**FRONT
OF
VEHICLE**

Right Front

8. Reinstall the adjustable ball joint assembly back into the control arm and replace the washer and nut.
9. Install the ball joint to the spindle, torque the pinch bolt and nut to manufacturer's specifications.
10. Load the suspension and tighten the upper control arm to body bolts to manufacturer's specifications.
11. Reinstall the tire and wheel assembly. Remove the vehicle from the jack stands, and lower the car. Record the alignment readings, determine the amount of camber change needed and verify caster reading then raise the vehicle far enough to have access to the camber adjusting nut.
12. To adjust camber, loosen the adjusting nut and move the adjustable ball joint in or out in the control arm slot to obtain the desired camber reading then torque the adjusting nut to 120 lb-ft. (162Nm).
13. **Check for proper clearance between the upper control arm and the inner fender throughout the suspension's travel. This is especially important on lowered vehicles to prevent damage to the suspension and body. Use the included jounce spacers to limit up-travel if necessary. (P/N 67300, see supplemental instructions for installation.)**
14. Recheck alignment readings, adjust toe, and road test vehicle.



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