**NISSAN FRONT UPPER ARMS (PR)**

NISSAN FRONT UPPER ARMS (PR) are designed to replace many OE style bushings, SPC’s xAxis™ Sealed Flex Joint is recommended for use as a bushing replacement when higher performance or increased joint angularity is desired - perfect for race and off-road builders.

**Features**
- **Sealed joint retains** grease and excludes contaminants
- **Highly polished electroless-nickel finish** on ball bearing surface maximizes durability
- **Up to 45° total angularity** for high mis-alignment requirements
- **Common sizes** that builders and racers need

**Benefits**
- **Reduced compliance and deflection** vs rubber and poly joints
- **Improved durability vs spherical bearings and poly bushings**
- **Increased angularity vs rubber and poly bushings**
- Engineered to be a direct fit for many popular street/race or HD off-road applications

Get xAxis in your build - See the next page for sizes, xAxis Rod End Receivers, Weld-In Receivers, and xAxis custom Press Tool Adapters.
xAxis™ Rod End Ball Joints are the way to get all the benefits of xAxis Sealed Flex Joints into your project. Includes xAxis, forges receiver, jam nut and snap ring.

**Chassis Components**

**Sealed Flex Joint**

- **ing out a custom project.**
- **configurations or can be**
- **variety of sizes xAxis joints can be easily**
- **angularity is desired. Available in a wide**
- **when higher performance or joint**
- **SPC's**

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Raptor & F150 HD Cam Front Cam/CAS Kit

This heavy-duty cam-bolt kit was specifically designed for the extreme Raptor and F-150 user. Whether you are an energetic Raptor driver or abuse your F-150 in the fields and on the job site, you may have found that the OE bolts slip or that a single cam option does not hold alignment. This upgrade kit can feature two cams and bosses per bolt and 12.9 grade hardware. The two cams will keep your bolt square and make adjustment easier while the 12.9 grade bolt and low friction finish achieve 25% more clamp load than the OE hardware. Some drilling is required to accommodate the second boss plate. This kit is sold per wheel and fits Raptor, non-Raptor F-150’s and related SUVs.

F150/F250 (L/D) Camber/Caster Kit (4)

Use this kit to change caster and/or camber on these unacceptable vehicles. Simply replace the upper control arm mounting bolts with these cam bolts for caster/camber changes up to 2°.

F150 Pinion Angle Shims

This wedge-type shim fits the 2 hole design of this platform between the rear spring and the axle to change pinion angle. Perfect to align the drive line on vehicles that have been lowered or lifted.

Ford Suspension Tuning

**Fixed Change Ford Super Duty Sleeves**

These sleeves have a fixed positive camber and caster change and are designed specifically to align trucks that have been lifted or to provide more camber change than our 23220 series. For maximum adjustability and to compensate for road crown, use a 23260 on the driver’s side and a 23260 on the passenger’s side.

**FORD ADJUSTABLE CAM NUT/BRACKET**

The innovative cam nut and sturdy bracket saves time and money. Easily adjust camber and caster on F150’s and Expeditions. Save time since you don’t have to remove the OE bolt or stabilizer bar. The sturdy guide bracket allows for live adjustment. This product is a must have every time these vehicles enter your shop!
**Chevy/GMC Suspension Tuning**

**ADJUSTABLE BALL JOINT**
These heavy duty offset ball joints have a built in 3 degree offset which can be clipped to offset camber, caster, or both. They are ideal for vehicles which cannot be aligned properly with the factory cam bolt due to installation of a lift or leveling kit. As an additional benefit, they also raise the outer end of the upper control arm, which increases clearance between the arm and the drop travel stops on the frame. This restores drop travel on trucks with leveling kits, and eliminates noise vibration harshness caused by arm to frame contact.

**HEAVY DUTY CAM/CAS KIT**
This heavy duty cam bolts replace the upper arm mounting bolts. This kit has added convenience to slip-on caps which makes installation easier. Remove the O.E. Bolts and replace them with these caps, rotating to provide camber and caster adjustment. Use 74910 punch to remove the O.E. slugs and eloge the holes.

**74910 - KNOCK OUT PUNCH**
A necessary tool for removing the alignment inserts on the upper control arm alignment brackets without damaging the bracket. Includes a center Punch for the older GM vehicles and the 86321 is for 2011 and up HD applications.

**ALIGNMENT CAM LOCK**
This lock plate is designed to keep the front alignment angle in position by replacing the existing slotted cam. The 86320 is for newer models of GM’s 1500, 2500 and 3500 vehicles and the 86321 is for 2011 and up HD 2500, 3000 and 4000 along with the 2015 and up colorados.

**ALIGNMENT PLINS**
These pins replace the alignment pins in the GM vehicles listed. The pins make it easier to align the vehicle and often become bent or crushed and need to be replaced. **Includes 2 pins**.

**REPLACEMENT FRONT PLATE AND CAM**
The 86376 kit is a stock OE replacement cam/bolt kit for newer GM’s 1/2, 3/4, and 1 ton truck applications. Fast, simple installation.

**WE GO INTERNATIONAL!!!**
Go online for region specific and international Off-Road Solutions

**Tubular Chassis Components**

**ROD END RECEIVERS**

**SQUARE ROD END RECEIVERS**

**SPHERICAL BEARINGS**

**HIGH MIS-ALIGNMENT INSERTS**
The JounceShock is a patented form of bump shock that will maximize the capacity and performance of your suspension. The nitrogen charged secondary shock adds additional compression damping and controlled rebound to your vehicle’s system. The result is: exponential suspension bottoming protection, increased stability and handling at all speeds, and reduced stress and loads for both the vehicle and driver.

**Benefits**
- Eliminate suspension bottoming
- Increase stability and improve handling at all speeds
- Enhance rock crawling ability
- Improve towing stability and load capacity

**Double your suspension capacity**
- Off-Road Racing
- Recreational Off-Road
- Rock Racing
- Rock Crawling
- Fleet Vehicles

**JOUNCESHOCK REBUILD KITS**
The seals, O-Rings, wear bands, and valve pieces needed to rebuild your JounceShock. Kits include the Shock Valve Extension (4) for recharging your JounceShock. To order visit our JounceShock Rebuild Kit Kit list for our full line of rebuild kits.

**JOUNCESHOCK VALVE EXTENSION**
This kit was designed to allow you to remove stuck OE cam sleeves from Toyota trucks. This press tool 40915 for removal, parts or upgrading for off-road use, these are the arms for flexibility off road. Whether you are replacing damaged OE bushing in one end for isolation of road noise and an OE style ball joint and this arm is designed to get up to ±1.5° camber and ±4° of caster change. Built with OE adjusters. The OE adjuster assemblies that are corroded may require SPC’s cam kit to replace it with an SPC cam kit to change. OE adjuster assemblies are frequently “frozen” and do not allow for adjustment. Remove the frozen OE adjuster assembly and replace it with an SPC cam kit to get up to ±3° of caster and caster change. OE adjuster assemblies that are corroded may require SPC’s press tool 40915 for removal, making the job quick and easy.

**Front Upper Control Arm Kit**
RWD & 4WD TOYOTA FRONT UPPER ARMS (PR)
Many Toyota trucks and SUVs run out of factory adjustment when you install lift kits. With our patented design this upper control arm provides an additional ±2° of camber and 0° to 4° of caster change. Built with an OE style ball joint and new SpecRide™ bushings, this arm is designed to correct alignment angles while maintaining factory ride quality. The hybrid tubular and forged steel design is tough enough to race on or off-road. These replace OE arms or are available in pairs for lift and off-road applications. Note: Arm is bushed with all parts needed for installation - your arm may be different than pictured.

**Rear Lower Control Arm Kit**
This pair of rear lower control arms are direct replacements for weak or bent factory made. Made of 3/16” wall DOM tube, they are more than 2x stronger than the OEM arms if they are equipped with a rubber bushing in one end for isolation of road noise and an axles™ sealed lip joints in the other and for superior flexibility off road. Whether you are replacing damaged OE arms or upgrading for off-road use, these are the arms for you. Need articulation or alignment changes in the front? Check out our front adjustable upper control arms (above).

**THERE’S LOTS MORE!!!**
Go online or check our Sourcebook for more Toyota Off-Road Solutions.
**Dodge/Ram RWD/4WD:**
- 1997 - 06 Wrangler (TJ)
- 2000 - 02 3500 Ram w/mono-beam
- 2005 - 09 2500 Ram
- 2006 - 08 1500 Ram, 2500 Ram w/mono-beam

**Dodge 4WD:**
- 2000 - 02 3500 Ram w/mono-beam
- 2007 & Up Wrangler JK

**Jeep RWD/4WD:**
- 2008 & Up 4500, 5500
- 2014 & Up Ram 3500

**Honda:**
- 2007 - 11 Civic

**Jeep FWD/4WD:**
- 2000 - 06 TJ Wrangler

**Jeep:**
- 2001 - 06 Liberty JK
- 2001 - 06 Liberty LJ

**Land Rover:**
- 2004 - 09 LR3

**Lexus:**
- 2000 - 06 IS300

**Nissan:**
- 2000 - 02 Xterra

**Toyota:**
- 1996 - 02 MR2

**Hummer:**
- H1

**Pajero:**
- 1997 - 00 Montero
- 2000 - 06 Shogun

**Scion:**
- 2005 - 06 xA

**Subaru:**
- 1997 - 02 Legacy

**Tundra:**
- 2000 - 06 Tundra

**Volkswagen:**
- 2001 - 05 Jetta

**Volvo:**
- 2000 - 06 S80

**Ford:**
- 2000 - 06 Taurus

**Mack:**
- 2000 - 06 Granite

**Chevy:**
- 2000 - 06 Silverado

**Ram:**
- 2000 - 06 1500 Ram

We'll fit you!
We have pre-made systems for some of the most popular off road vehicles in the market. With these complete systems it is easy to get the benefit of a JounceShock system into your truck. Systems include everything you need from custom mounts to the nuts and bolts and detailed instructions.

**JounceShocks**
- Complete JounceShock Systems
- Shaft Extension Kit
- Cupped Foot & Dome

**Installation**
- Front Adj. range: Caster +5°/Pinion Angle ±1.50°
- Rear Adj. range: Caster ±1°/Pinion Angle ±2.25°

**Adjustment**
- Camber ±0.50°
- Caster ±1.50°

**Applications**
- Jeep 4WD: 1997 - 06 Wrangler (TJ)
- Dodge 4WD: 1997 - 06 Wrangler (TJ)
- Dodge 4WD: 2000 - 06 1500 Ram (Exc. Mega Cab)
- Dodge 4WD: 2000 - 06 1500 Ram, 2500 Ram w/mono-beam

**Nutrition**
- Cam/Cas ±0.50°
- Cam/Cas ±1.50°
- Cam/Cas ±2.00°

**Suggested Tools**
- Press Sleeves
- 8390 Pin Adjusting Wrench
FLARED HOLE DIES

Often called “dimple dies,” Flared Hole Dies are used in sheet-metal fabrications to provide rigidity and strength to flat panels. Due to the resulting high-strength-to-weight ratio flared holes are found in many aircraft and race vehicle designs. Beginning with comprehensive finite element analysis supported by extensive prototype testing, our light weight Flared Hole Dies are engineered to provide the optimum combination of performance attributes:

- Eliminate edge tearing when using on chromoly, even with edges hardened by laser cutting methods
- Will flare holes in chromoly up to .080” thick or flare holes in up to .125” mild steel
- Manufactured from high quality hardened tool steel
- Available for hole diameters from .3/4” to 4”

**Tools and Gauges**

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**FASTRAX™ CAMBER / CASTER GAUGE**

Portable, hands-free alignment can be done quickly and easily with the FastTrax™ Adjustable Camber/Caster Gauge. This tool will help you fine tune your alignment for optimal tracking and handling while minimizing alignment expense.

- Includes gauge and wheel mount.
- Saves time and tires.
- Displays Camber ±4° / Caster -4° to +12°.
- Accurate, rugged and easy-to-use.

**MAGNETIC ANGLE GAUGE**

This angle gauge is an easy, accurate way to measure frame and drive shaft angles. An ideal tool to ensure angles are still within specification for raised and lowered vehicles. Alignment equipment manufacturers are using frame angle input with their software for completing caster specifications.

**FLARED HOLE DIES**

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15810        .75”      15860        .75”
15815        1.0”      15870        1.0”
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**JEEP JK Suspension Arm Series**

These direct-fit control arms add strength, and articulation flexibility to your stock-height or ‘lifted’ Wrangler. They feature SPC’s xAxis™ sealed flex joints to provide bind-free ‘twist’ between the frame and axle during articulation and off-road articulation. The dual-threaded adjuster and jam nuts make rear pinion angle adjustments quick and easy without the need to disconnect the arms. Main tube is 3/16” wall DOM steel for ‘overkill’ strength to handle large tires, low gearing, and big horsepower.

**JEEP JK FRONT ADJ. UPPER CONTROL ARM W/XAXIS**

These direct fit front upper control arms add strength, on-car adjustability and articulation flexibility to your stock-height or ‘lifted’ suspension Wrangler. They feature SPC’s xAxis™ sealed flex joints mounted in forged rings at the frame ends to provide bind-free ‘twist’ between the frame and axle during off-road articulation. The dual-threaded adjuster and jam nuts make caster-pinion angle adjustments quick and easy without the need to disconnect the arms. Main tube is 3/16” wall DOM steel for ‘overkill’ strength to handle large tires, low gearing, and big horsepower.

**JEEP JK REAR ADJ. UPPER CONTROL ARM W/XAXIS**

These direct fit rear upper control arms add strength, on-car adjustability and articulation flexibility of your stock-height or ‘lifted’ suspension Wrangler. They feature SPC’s xAxis™ sealed flex joints mounted in forged rings on the axle ends to provide bind-free ‘twist’ between the frame and axle during off-road articulation. The dual-threaded adjuster and jam nuts make rear pinion angle adjustments quick and easy without the need to disconnect the arms. Main tube is 3/16” wall DOM steel for ‘overkill’ strength to handle large tires, low gearing, and big horsepower.

**JEEP JK REAR LOWER CONTROL ARM W/XAXIS**

These direct fit, stock-length rear lower control arms add strength, and articulation flexibility for your stock-height or ‘lifted’ suspension Wrangler. They feature SPC’s xAxis™ sealed flex joints to provide bind-free ‘twist’ between the frame and axle during off-road articulation. The main tube is 3/16” wall round DOM steel to provide strength and a knobly-tread-friendly shape to handle large tires, low gearing, and big horsepower.

**Jeep Safari 2015**

- For aftermarket Jeep Control Arms
  - 15620 xAxis™ sold below.

**Call for your nearest distributor, product info or Technical Assistance • In the USA and Canada**
Jeep/Dodge Suspension Tuning

**Jeep/Dodge Pin Joints**

These offset pin joints replace the upper pin joints on Jeep and Dodge, and they come in 1° increments and provide for independent wheel caster and/or camber changes up to 2.5°, depending on application joints.

**Applications**

- Dodge 4WD: 1984 - 01 Cherokee XJ
- Jeep RWD/4WD: 1984 - 01 Cherokee XJ
- Dodge RWD: 1994 - 01 1500 Ram; 1994 - 99 2500 Ram

**Camber**

- Cam/Cas ±1.00°
- Cam/Cas ±1.50°
- Cam/Cas ±2.00°

**Installation time:** 1.0 hr/side

**Required:** 1 per wheel

**JEEP/CASHER SHIMS**

This adjustable hex shaped sleeve replaces the ball joint in the stock upper control arm to get ±2.25° camber/caster, or a split and then dial in final adjustments after.

**Applications**

- Jeep RWD/4WD: 2006 - 1500 Ram, 3500 Ram
- Dodge RWD: 2006 - 1500 Ram, Mega-Cab

**Camber** ±2.25°

**Installation time:** 1.0 hr/side

**Required:** 1 per wheel

**JEEP JOUNCESHOCKS**

- Lifted or lowered, factory cams don't give enough adjustment.
- Recommended in conjunction with the Shaft Extension Kit.

**Applications**

- Jeep RWD/4WD: 2006 & Up 1500 Ram (Exc. Mega Cab)
- Dodge RWD: 2006 - 1500 Ram, Ram/3500

**Camber** ±2.25° OR **Caster** ±2.25°

**Installation time:** 1.0 hr/side

**Required:** 1 per wheel

**DOMED FOOT**

The domed foot screws directly into the shaft of the JounceShock. The traditional bump shock end is most often used in applications with some "scrub" (lateral motion) on a Target Plate. It can also be used in conjunction with the Shaft Extension Kit.

**Applications**

- Toyota/Lexus
- Hummer
- Ford
- Nissan
- Jeep
- Land Rover
- Prado 90 Series
- Prado 120 Series

** anewaline**

Call for your nearest distributor, product info or Technical Assistance - In the USA and Canada

1-800-525-6505

www.specprod.com

**JEEP CASTER SHIMS**

These shims provide positive caster adjustment on many Jeep platforms with these adjustable cam bolts.

**Applications**

- Jeep: 88360
- Dodge: 47242

**Camber ±2.25°**

**Installation time:** 1.0 hr/side

**Required:** 1 per wheel

**JEEP JOUNCESHOCKS**

- Lifted or lowered, factory cams don't give enough adjustment.
- Recommended in conjunction with the Shaft Extension Kit.

**Applications**

- Jeep RWD/4WD: 2006 & Up 1500 Ram (Exc. Mega Cab)
- Dodge RWD: 2006 - 1500 Ram, Ram/3500

**Camber** ±2.25° OR **Caster** ±2.25°

**Installation time:** 1.0 hr/side

**Required:** 1 per wheel

**DOMED FOOT**

The domed foot screws directly into the shaft of the JounceShock. The traditional bump shock end is most often used in applications with some "scrub" (lateral motion) on a Target Plate. It can also be used in conjunction with the Shaft Extension Kit.

**Applications**

- Toyota/Lexus
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The JounceShock is a patented form of bump shock that will maximize the capacity and performance of your suspension. The nitrogen charged secondary shock adds additional compression damping and controlled rebound to your vehicle’s system. The result is: exponential suspension bowing protection, increased stability and handling at all speeds, and reduced stress and loads for both the vehicle and driver.

Benefits
- Eliminate suspension bowing
- Increase stability and improve handling at all speeds
- Enhance rock crawling ability
- Improve towing stability and load capacity

Double your suspension capacity
- Off-Road Racing
- Recreational Off-Road
- Rock Racing
- Lifted & Stock Trucks

JounceShock Kits (left - #25712 and #25713).

Performance benefits include:
- Increased stability and improved handling at all speeds
- Eliminates suspension bottoming
- Enhanced rock crawling ability
- Improved towing stability

Benefits: Double your suspension capacity.

JounceShock™

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Chevy/GMC Suspension Tuning

GM ADJUSTABLE BALL JOINT

These heavy duty offset ball joints have a built in 3 degree offset which can be clocked to affect camber, caster or both. They are ideal for vehicles which cannot be aligned properly with the factory cam ball joints due to installation of a lift or leveling kit. As an additional benefit, they also raise the outer end of the upper control arm, which increases clearance between the arm and the drop travel stops on the frame. This restores drop travel on trucks with leveling kits, and eliminates noises vibration harmonics caused by arm to frame contact. Note: Due to strength limitations of the factory upper control arm, this ball joint should not be used on trucks with tires larger than 33” unless using a “ball knuck” lift kit.

GM HEAVY DUTY CAM/CAS KIT

This heavy duty cam balls replace the upper control arm mounting bolts. This kit has added convenience of slip-on caps which makes installation easier. Remove the O.E. Bolts and replace them with these caps, rotating to provide camber and caster adjustments. Use 79401 punch to remove the O.E. slugs and elimate the bolts.

79410 - KNOCK OUT PUNCH

A necessary tool for removing the alignment inserts on the upper control arm alignment brackets without damaging the bracket. Includes a center Punch for the older GM vehicles and newer Jeep Jks and an offset punch for GM’s newest models.

GM ALIGNMENT CAM LOCK PLATES 86320, 86321

This lock plate is designed to keep the front alignment in position by replacing the existing slotted cam. The 86320 is for newer models of GM’s 1500, 2500, 3500 and vehicles and the 86321 is for 2011 and up HD 2500, 3000 and 4000. With the 2015 and up silverado.

GM ALIGNMENT PINS 86325, 86326

These pins replace the alignment pins in the GM vehicles listed. The pins make it easier to align the vehicle and often become bent or cracked and need to be replaced. Includes 2 pins.

GM REPLACEMENT FRONT PLATE AND CAM 86375, 86376

The 86375 kit is a stock OE replacement cam/bolt kit for newer GM 12, 34, and 1 ton truck applications. The 86376 kit is a stock OE replacement cam/bolt kit for newer GM Heavy Duty applications. Fast, simple installation.

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Chassis Components

Ball Joints

The xAxis™ Ball Joint is the way to get all the benefits of xAxis® Sealed Flex Joints into your project. Includes xAxis™, forged receiver, jam nut and snap ring.

Bushing Press Adapters are designed for quick, easy removal of the old bushings and installation of SPC's xAxis™ joints.

Weld-In Receivers with 2 Snap Rings

Use this weld in receiver to create your own control arm or chassis mount with an SPC xAxis™ sealed flex joint. Designed with optimum press fit for the xAxis these receivers include two snap rings for retention and an access window for easy snap ring removal.

MSD Cam/Cam Kit

Available for Builders

Go online to www.specprod.com/BuildersSeries to download models of our xAxis™ that can be used in your designs.

Ford Suspension Tuning

FORD ADJUSTABLE CAM NUT/BRACKET

The innovative cam nut and sturdy bracket saves time and money. Easily adjust camber and caster on F150’s and Expeditions. Save time since you don't have to remove the OE bolt or stabilizer bar. The sturdy guide bracket allows for live adjustment. This product is a must have every time these vehicles enter your shop!

RAPTOR & F150 HD CAM FRONT CAM/CAS KIT

This heavy-duty cam-bolt kit was specifically designed for the extreme Raptor and F-150 user. Whether you are an energetic Raptor driver or abuse your F-150 in the fields and on the job site, you may have found that the OE bolts slip or that a single cam option does not hold alignment. This upgraded cam kit features two cams and bosses per bolt and 12.9 grade hardware. The twocams will keep your bolt square and make adjustment easier while the 12.9 grade bolt and low friction finish achieve 25% more clamp load than the OE hardware. Some drilling is required to accommodate the second boss plate. This kit is sold per wheel and fits Raptor, non-Raptor F-150’s and related SUVs.

F150 PINION ANGLE SHIMS

This wedge-type shim fits the 2 hole design of this platform between the rear spring and the axle to change pinion angle. Perfect to align the devilee on vehicles that have been lowered or lifted.

F150/F250 L/D CAMBER/CASTER KIT (4)

Use this kit to change caster and/or camber on these adjustable vehicles. Simply replace the existing upper control arm mounting bolts with these cam bolts for caster/camber changes up to 2°.

WE HAVE TRUCK SLEEVES!

Do you have an older Ford F150 or F250 at 950? Go online or check our Sourcebook for our truck sleeves. We have truck sleeves that fit many Ford Truck/SUV applications!
NISSAN FRONT UPPER ARMS (PR)

NISSAN FRONT UPPER ARMS (PR)
Nissan often run out of factory adjustment when lift kits are installed. Additionally, the OEM upper control arm can contact the frame, limiting droop travel and causing unwanted noise vibration harshness. These heavy duty replacement arms feature drawn over mandrel tubing or fully forged construction and use our patented adjustable ball joint and new SpecRide™ bushings, allowing for greatly increased drop travel and easy alignment.

NOTE: Need new bolts on your Frontier, Pathfinder or Xterra? Order #21035 for four replacement bolts.

25540 Front Adjustment range:
- Camber ±2.00°
- Caster +1.00° to +3.00°
Installation time: .3 hr/side
Required: 1 per axle
APPLICATIONS

25560 Front Adjustment range:
- Camber ±2.00°
- Caster +1.00° to +3.00°
Installation time: .3 hr/side
Required: 1 per axle
APPLICATIONS
Nissan: 2004 & Up Armada, Titan

NISSAN CAM/CAS SHIMS
These shims install between the upper control arm mount and shaft to adjust Pathfinders and Pickups. 6 Shims per package

35080 - 1 mm
35081 - 2 mm
35082 - 4 mm
APPLICATIONS

NISSAN CAMBER/CASTER KIT (2)
These cams are designed to install in the lower control arms for camber and caster adjustment. They replace the original non-adjustable lower control arm bolts.

87520 Front Adjustment range:
- Camber ±2.00°/Caster ±2.00°
Installation time: .3 hr/side
Required: 1 per wheel
APPLICATIONS

NISSAN CAM KIT
Replace seized or damaged factory cams on 1998 - 2004 Nissan Frontier front upper control arm with this replacement kit and get ±2.00° of camber and caster adjustment.

87520 Front Adjustment range:
- Camber ±2.00°/Caster ±2.00°
Installation time: .5 hr/side
Required: 1 per wheel
APPLICATIONS
Nissan: 1998 - 04 Frontier

Sealed Flex Joint

xAxis™
Sealed Flex Joint
Designed to replace many OE style bushings, SPC's xAxis™ Sealed Flex Joint is recommended for use as a bushing replacement when higher performance or increased joint angularity is desired - perfect for race and off-road builders.

Why you want the best sealed flex joint in your build:

Features
- Sealed joint retains grease and excludes contaminants
- Highly polished electroless-nickel finish on ball shock that will maximize the capacity and performance of your suspension.
- Reduced compliance and deflection vs rubber and poly bushings

Benefits
- Common sizes that builders and racers need
- Engineered to be a direct fit for many popular street/race or HD off-road applications

Get xAxis in your build -
See the next page for sizes, xAxis Rod End Receivers, Weld-In Receivers, and Axis custom Press Tool Adapters.

More from SPC

Tubular Chassis Components
High quality Rod Ends, Spherical Rod Ends, Spherical Bearings and Receivers, High Mis-Alignment Inserts and More!

JounceShocks™
The JounceShock is a patented form of bump shock that will maximize the capacity and performance of your suspension.

Tools and Gauges
The best fixed Hole Dies in the business, our FasTrax™ Camber/Caster/Tire Gauge for portable, hands-free alignment and more!

Suspension tuning
Get the brand that professionals demand - SPC is the world leader in alignment parts and tools.

Built for Off-Road

Call 800-525-6505 for a FREE Sourcebook for more info on these parts and other off road suspension tuning solutions.

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