

**xAxis™ Retrofit Kit - #25030 for #25455, #25470, #25480, #25680 - #25031 for #25460, #25540**

*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.*

Check out how to install this part at:  
<http://www.spc-tv.com>



1. Remove control arm per manufacturer's instructions. Suggest completing one side of vehicle at a time.



**Tech Tip:** To preserve alignment settings, disconnect ball joint at knuckle. Take care not to damage ball joint shaft threads. Use SPC 37985 separator or equivalent.

2. See **Figure 1**.

**NOTE ORIENTATION** of rubber castle blocks as shown.

**MEASURE DEPTH** xAxis is pressed into control arm receiver rings. Suggested to take pictures before beginning removal process.

**NOTE: xAxis press depth varies per application.**

3. Remove xAxis center section by one of two methods.

- **Method 1:** Using  $\text{Ø}13/64$ " or  $\text{Ø}7/32$ " drill, drill repeatedly through rubber isolating material of xAxis joint. Finish cutting through rubber using sharp tool such as gasket scraper or chisel. Recommended to cut rubber from both sides. (See **Figures 2 and 3**)

- **Method 2:** Using  $\text{Ø}1-3/4$ " hole saw, cut through rubber isolating material. Hole saws with fewer teeth tend to work better here. (See **Figure 4**)

**NOTE: Use the QR code to view an instructional video on these methods.**

4. Once xAxis center section is removed, carefully cut through remaining outer bushing shell only to release press fit and remove from control arm receiver ring. Do not damage inside of receiver ring bore! Cut towards arm leg to avoid ring damage. (See **Figures 5 and 6**)

5. Deburr, clean and dry inside of control arm receiver ring bores in preparation to accept new xAxis.

6. Use supplied tool to press new xAxis into control arm receiver rings to **SAME DEPTH** and **SAME ORIENTATION** as measured in step 2 (See **Figure 1**). Support each end ring of control arm during press operations; do not press across control arm width. (See **Figure 7**)

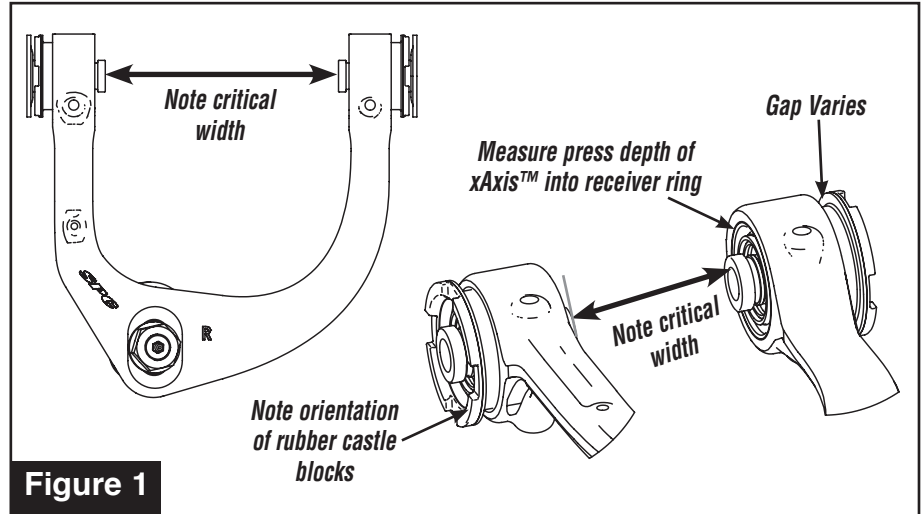
**CAUTION: DO NOT USE EXCESSIVE FORCE. DO NOT USE A PRESS EQUIPPED WITH A MOTORIZED OR AIR-OVER-HYDRUALIC RAM! Press must be manual!**

**NOTE: You may hear a subtle crack from press tool under load. This is normal settling and does not indicate press tool failure.**

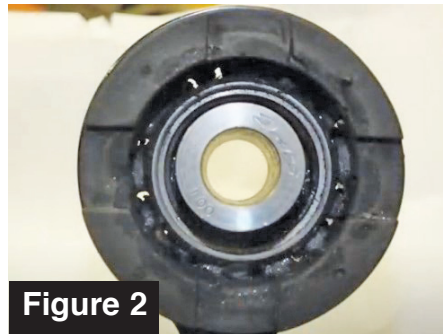
7. Reinstall control arm to vehicle per SPC instructions for your application. Visit [specprod.com](http://specprod.com) for most up-to-date instructions for your vehicle kit.

8. Repeat for opposite side, complete alignment, and road test vehicle.

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



**Figure 1**



**Figure 2**



**Figure 3**



**Figure 4**



**Figure 5**



**Figure 6**



**Figure 7**



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