



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. Take initial alignment readings and record amount of caster change needed.
2. Raise vehicle by frame and securely support with jack stands. Remove front tire and wheel assembly.
3. Remove pinch bolt from OE upper ball joint and remove from knuckle. Support knuckle so no strain is applied to ABS wiring or brake line.
4. Remove OE control arm mounting bolts and remove arm.

NOTE: It may be necessary to loosen strut and disconnect sway bar to remove bolts. Follow manufacturer's procedure to do so.

5. Install star plate over hex on ball joint per chart below to achieve desired caster change relative to stock arm. Insert ball joint through bottom of arm, indexing start plate in machined slot and then install top washer and nut, see **Figure 1**. Position ball joint approximately in middle of slot and lightly tighten nut for initial alignment readings.

6. Install SPC adjustable control arm using OE bushing hardware. Lightly tighten both nuts.

WARNING: Tightening fasteners with vehicle in raised position may cause premature bushing failure.

7. Install SPC ball joint into knuckle. Torque pinch bolt to manufacturer's specifications.
8. Reinstall wheel and tire assembly. Lower vehicle.
9. Torque control arm mounting bolts to manufacturer's specification.

10. Take alignment readings. Adjust camber by loosening top nut and sliding ball joint in control arm slot. Adjust caster by loosening top nut and repositioning start plate.

NOTE: It will be necessary to raise vehicle to make camber/caster adjustments.

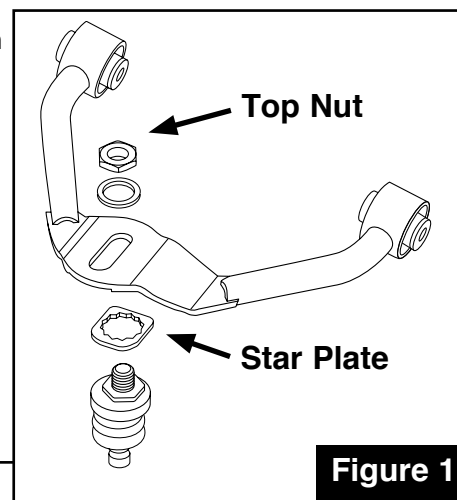
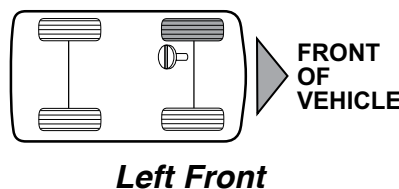
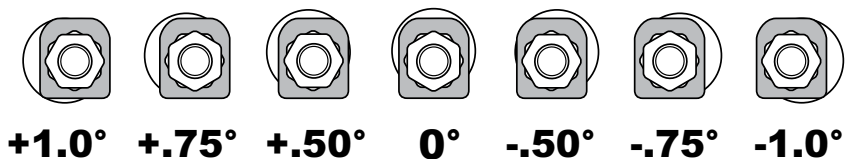
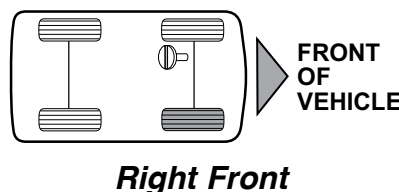
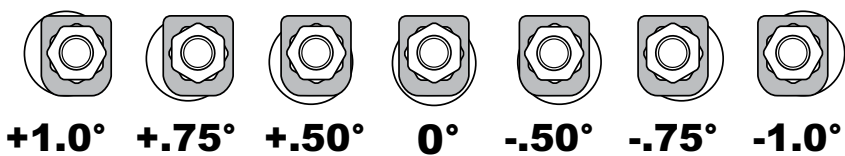


Figure 1

LEFT FRONT CASTER CHANGE



RIGHT FRONT CASTER CHANGE



Check out how to install this part at:



11. Once desired camber/caster readings are achieved, torque adjusting nut to 120 ft-lb. (163 Nm).
12. 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).
13. Complete vehicle alignment and road test vehicle

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



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