



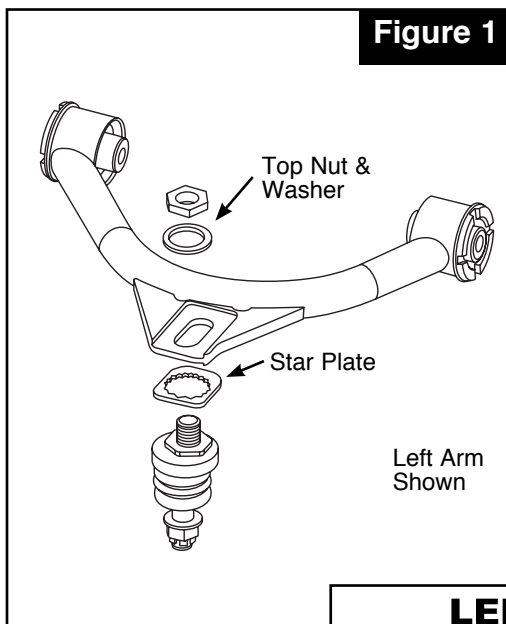
This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.



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 determine caster change needed.
2. Raise front of vehicle and support securely.
3. Remove front tire and wheel assembly.
4. Loosen nuts on OE upper control arm-to-frame mounting bolts.
5. Remove cotter pin and nut holding OE ball joint to steering knuckle and discard both. Break taper between ball joint stud and knuckle and remove OE ball joint. Support knuckle to avoid strain to brake lines or ABS wires.
6. Remove arm-to-frame mounting bolts, retaining all hardware. Remove OE upper control arm from vehicle.  
**NOTE: To provide clearance, additional components in engine compartment may need to be removed.**
7. Install SPC control arm using OE mounting hardware. The left arm (driver's side) should have a visible "L" facing up on ball joint mounting plate, while right arm will show "R" facing up. Torque hardware to manufacturer's specification.  
**NOTE: Unlike OE rubber bushings, xAxis™ bushings pivot freely, and may be fully torqued without placing any weight on suspension.**
8. Install star plate over hex on SPC ball joint per chart below to achieve desired caster change determined in Step 1 above.
9. Insert SPC ball joint up through bottom of arm, indexing star plate in machined slot, and then install supplied top washer and nut. Position ball joint approximately in middle of slot and snugly tighten nut.



10. Insert SPC ball joint into steering knuckle, install supplied washer and castle nut and torque to 45 ft-lb [61 Nm]. Tighten further, but only until cotter pin can be installed. Install supplied cotter pin.

11. Re-install tire and wheel assembly. Lower vehicle and take alignment readings. Verify caster readings. If additional adjustment is necessary, loosen top nut and reposition star plate to rotate ball joint relative to arm. Adjust camber with SPC arm by loosening top nut and sliding ball joint in control arm slot.

**NOTE: It will be necessary to raise vehicle to make camber/caster adjustments with SPC arm.**

12. When final camber/ caster settings are achieved, torque top ball joint nut to 120 ft-lb [162 Nm]. Adjust toe and road test vehicle.

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

**LEFT FRONT CASTER CHANGE**

**RIGHT FRONT CASTER CHANGE**



**Specialty Products Company®**

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