

370Z/G37 ADJUSTABLE UPPER CONTROL ARMS

SPC

PERFORMANCE®

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. Raise vehicle and support by frame.
2. Remove front tire and wheel assembly.
3. Remove ball joint pinch bolt, separate ball joint from knuckle. Support knuckle.

NOTE: Support knuckle to prevent strain on ABS wiring or brake lines.

4. Remove OE front upper control arm per manufacturer's procedure.
5. Lay SPC adjustable control arm over factory control arm with bushings aligned. Adjust arm until ball joints are aligned and arms have similar geometry.

NOTE: ensure that equal thread is visible on each side of hex adjusters. Longer hex adjuster should be in forward position relative to vehicle.

6. Install adjustable control arm into vehicle with inboard forgings aligned square to bushing pockets as shown in **Figure 1**.
7. Lightly tighten hex adjuster jam nuts to prevent inboard forgings from twisting.
8. Torque upper control arm mounting bolts to manufacturer's specification.
9. Install ball joint into knuckle. Install OE ball joint pinch bolt and torque to manufacturer's specifications.
10. Verify that no gap exists between upper and lower ball joint housings. Ensure control arm pinch bolt is arranged with nut facing outward. Lightly tighten control arm pinch bolt to prevent halves from coming apart.

NOTE: Use pry bar between lower ball joint housing and knuckle to push lower housing up until there is no gap between two halves. Use care not to damage rubber boot.

11. Reinstall tire and wheel assembly and lower vehicle.
12. Adjust camber and caster using control arm hex adjusters. When finished adjusting, tighten hex adjuster jam nuts.
13. Verify again that no gap exists between upper and lower ball joint housings, then torque control arm pinch bolt to 27 lb-ft (36 Nm).

Note: Under-tightening or over-tightening control arm pinch bolt may result in damage to control arm!

14. Complete alignment and road test vehicle.

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

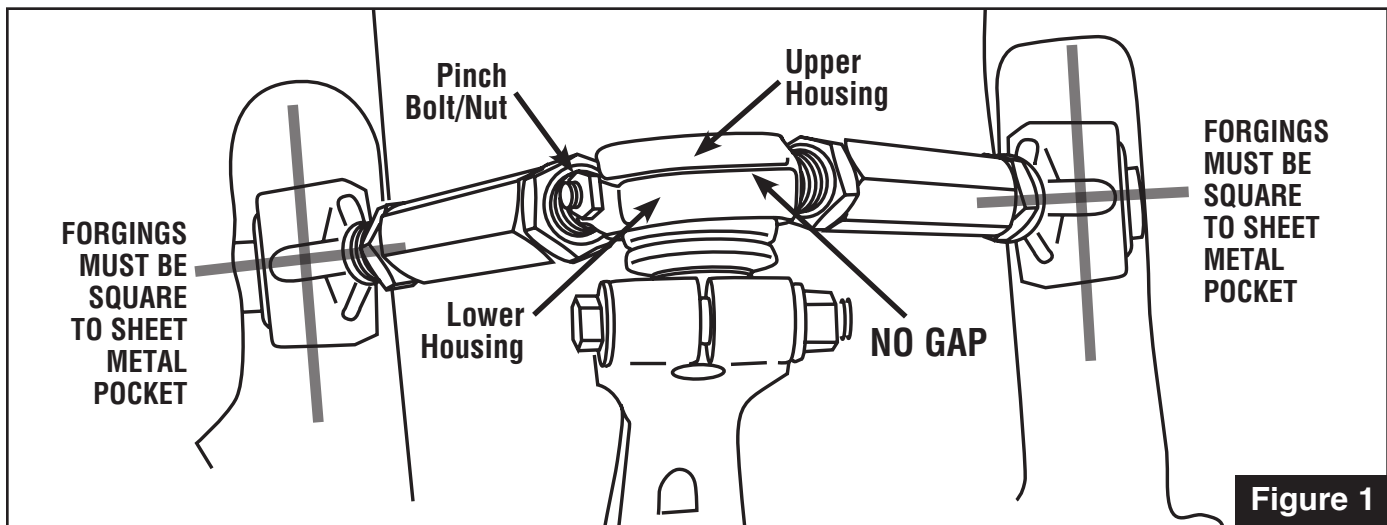


Figure 1



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