



25680

F150 Upper Control Arm

Q1: I am familiar with the installation of SPC Toyota upper control arms. Does the ball joint on this arm have the same orientation or is it different?

A1: The ball joint on this specific control arm is installed with the rounded side of the housing towards the tire. This is opposite most SPC arms of this style, which have the flat side of the ball joint toward the tire.

Q2: How do I properly inspect the grease-able ball joint for wear or excessive free-play?

A2: Our grease-able ball joints incorporate an internal spring that keeps constant pressure on the ball stud. Proper inspection should look for radial play only. Any vertical wear is compensated for with a wear spring.

The inspection procedure for radial motion is as follows:

Lift the vehicle by the lower control arm. See Fig. 1.

Attach magnet base of dial indicator to knuckle extension. Aim dial indicator at ball joint housing from the side. See Fig. 2.

Pull knuckle extension straight out and zero dial indicator. Push knuckle extension straight in and record movement. See **green** arrow of Fig. 3. There should be no perceptible radial motion.



Fig. 1



Fig. 2



Fig. 3



NOTE: Checking for axial / vertical play (up/down) is not necessary, because the spring can be compressed if excessive force is used. Compression of the spring is NOT wear! If a shop insists on checking it this way, they should use a dial indicator to measure axial movement. If more than 0.050" of movement is present, then the ball joint should be replaced. This is represented by the **red** arrow of Fig. 3.

For more information on warranty procedures go to our website at <http://www.specprod.com/warranties>.

