Specialty Products FAQ

Part number 25540

Nissan Adjustable Upper Control Arms

Q1: I have a lift kit; will the control arms handle the increased angle?

A1: These control arms have approximately 20˚more articulation capability than your OEM arms. (85˚for the SPC vs. 65˚for the stock ball joint.) If your stock arms had sufficient travel in the ball joint, these arms will not be the limiting factor to suspension travel.

Q2: The factory arms on my lifted truck are banging against the coil buckets. Do the SPC arms offer more clearance to the Coil Bucket than the OEM arms?

A2: YES! Our arms are designed to clear the coil bucket on most Nissan vehicles. We have had a few reports that very minor grinding is necessary on trucks that have a very large flange on the bucket, but it is minor, and the flange is not structural. We do NOT use a bump stop on the upper arm because this is not how the factory designed the suspension to work, and putting a ball joint in tension is not ideal. An upper arm bump stop would also limit your drop travel, which can cause a rougher ride.

Q3: What is the proper way to adjust the alignment once the SPC arms have been installed?

A3: Many Nissan trucks have factory cams for setting camber/caster on the lower control arms. (If your truck is not equipped, you can get SPC Part # 87520) The lower control arm cams can be used to fine-tune the alignment.

If tire rub is not critical:

1. Set caster roughly by clocking the SPC upper ball joint per the chart.

2. Once caster is close to desired settings with the upper arm, use the factory cams on the lower arms to dial it in. (Ignore any change in camber while setting caster.)

3. Once caster is where you want it, use the sliding feature of the upper ball joint to put camber exactly where you want it.

Q4: My tires are rubbing at the back of the wheel well, can I use the adjustable arms to help fix this?

A4: You can! Use the lower arm adjustment cams to roll the lower ball joint forward for maximum caster. (Pull the forward bushing in, and push the rearward bushing out.) Then adjust the upper ball joint to get the caster and camber alignment in spec. Doing this can move the wheel center forward by ½- ¾” in most cases.

Q5: I am installing my 25540-control arm and the bushing housing hits the back of the front left frame bracket so I cannot install the mounting bolt. What should I do?

A5: 2015+ model years are known to have a factory issue with reduced clearance in the driver side (left) Front UCA frame pocket. The holes on this bracket may need to be slotted outward (using SPC #74920 or similar) to accommodate the SPC Control arm.

Q6: I would like to use an SPC adjustable control arm, will this arm work with aftermarket strut/spring setups?

A6: As long as the stock control arm fits around the strut assembly, the SPC control arm will also fit.

Q7: What should I do if the parts are not compatible?

A7: The more modifications that are done on a vehicle the more likely you are to run into compatibility issues such as fitment and clearance. Educated decisions will need to be made on which parts will work and which ones won't. Sometimes it's just a matter of trial and error. It is ultimately up to the consumer as to the proper fitment of aftermarket parts.

Q8: I want to replace the ball joint on my adjustable control arm. Is the number stamped on the ball joint housing the correct replacement ball joint for my particular control arm?

A8: No. This stamped number is affiliated with a sub component and should not be used to order new ball joints. Below is a chart of current ball joint part numbers and their associated control arm part numbers. This chart may not be the latest version so call customer service or check the website for correct application of replacement ball joints.

Control Arm p/n	Major Application	Replacement Ball Joints (pr.)
25455	100 Series Landcruiser	25002
25460	'95-'04 Tacoma	25001
25465	200 Series Landcruiser	25002
25470	'05 & up Tacoma	25001
25480	'03 & up 4Runner	25002
25485	'99 - '06 Tundra	25001
25490	'07& up Tundra	25002
25540	'05 & up Frontier	25001
25620	Chevy D Max	25003
25660	Ford T6	25001

Q10: How do I properly inspect the new grease-able ball joint for wear or excessive free-play?

A10: 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 on next page.

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

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

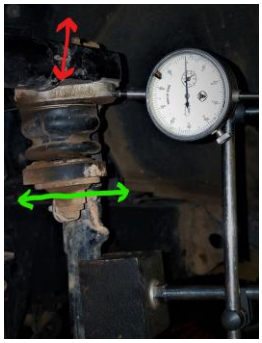
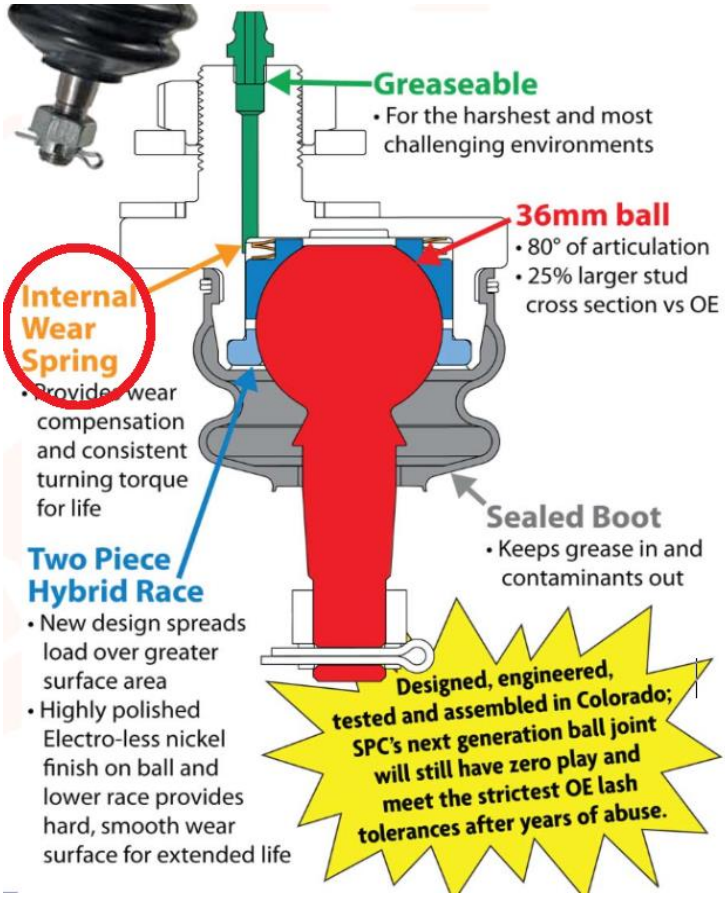


Fig. 3

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.



The following question refers to older design arms with SpecRide™ bushings.

Q11: I installed SPC upper control arms. Why is my front suspension squeaking??

A11: If you used the INCLUDED grease packet, and greased both the inner surface of the bushing and the sides where the bushing contacts the frame pockets, you can rule out the bushings as being the cause of squeaking. Check torque on the control arm mounting bolts. Check other suspension components. (Poly sway bar bushings, shock eyes, etc.) If you used grease, but not the included grease, your arms are squeaking because you did not follow directions! Take them apart, clean off whatever you used, and use the INCLUDED grease or a CV Joint grease. That is the ONLY grease that is tested and proven with SpecRide™ bushings. Moly-based grease is available as “CV Joint Grease” at most auto parts stores.