



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 vehicle and securely support by frame so suspension hangs free.
3. Remove front tire and wheel assembly.
4. Set lower control arm cam bolts to center, neutral position and lightly tighten.
5. Loosen nut on long, upper arm-to-frame mounting bolt. Remove bolt holding ABS wiring to OE control arm.
6. Remove cotter pin and nut holding OE ball joint to steering knuckle and discard both. Break taper between ball joint stud and knuckle. Support steering knuckle to avoid strain to brake lines or ABS wires.
7. Remove nut and OE washer from long arm-to-frame mounting bolt and remove bolt from vehicle.

NOTE: To provide clearance, additional components in engine compartment may need to be removed.

8. Remove second OE washer from head of long arm-to-frame mounting bolt and discard both OE washers. Replace it with a supplied offset washer. When installed, offset washer flange should be away from bushing flange, see **Figure 2**.
9. Install SPC control arm, using OE long arm-to-frame bolt. Place second supplied offset washer over protruding end of bolt. Again, be sure that offset washer flanges are installed away from bushing flange, see **Figure 2**.
10. Torque long arm-to-frame bolt to manufacturer's specification.

NOTE: Unlike OE rubber bushings, xAxis™ bushings pivot freely, and may be fully torqued without placing any weight on suspension.

11. Install star plate over hex on SPC ball joint per chart below to achieve desired caster change determined in Step 1 above.

NOTE: For most trucks with 2"-3" of lift, setting "D" should return caster to manufacturer's specifications, but it may be necessary to use different positions on each side to achieve desired cross caster settings.

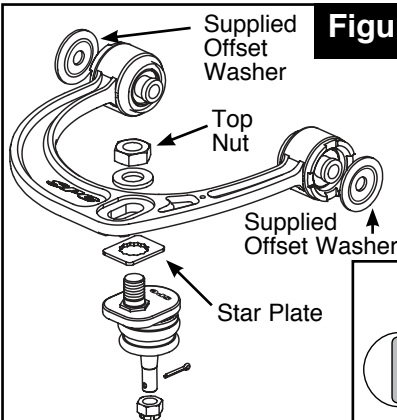


Figure 1

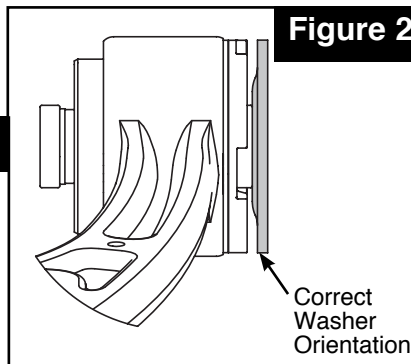


Figure 2

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

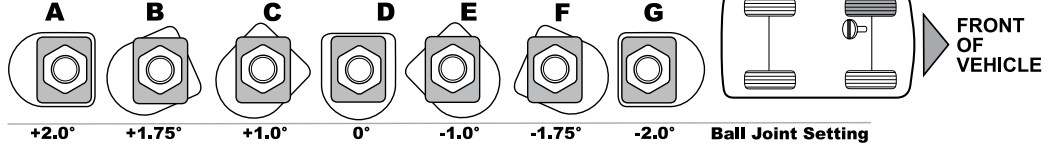


Maintenance:

This ball joint is fully sealed and features a lifetime grease. No maintenance is required after installation.

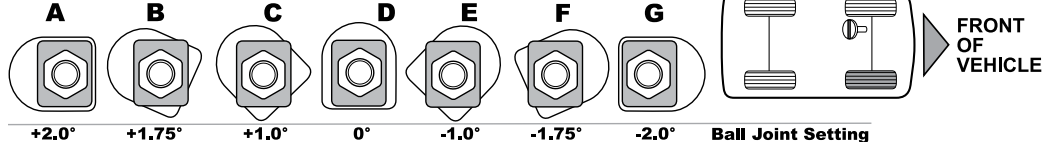
Check out how to move tire forward in wheel well:

LEFT FRONT CASTER CHANGE



+4.0° +3.75° +3.0° +2.0° +1.0° +.25° 0.0° Total Arm + Ball Joint Caster Change

RIGHT FRONT CASTER CHANGE



+4.0° +3.75° +3.0° +2.0° +1.0° +.25° 0.0° Total Arm + Ball Joint Caster Change

Note: With flat face of joint facing the tire (Position D) this arm will give +2° additional caster. Using the star plate, caster change can be adjusted from +0.0° to +4.0°.



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