

PART NOS. 81371, 81372, 81373, 81378

Instruction Sheet FRONT ADJUSTABLE CONTROL ARM SET

Check out how to install this
part at: <http://spc-tv.com>



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.



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information

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 front of vehicle by frame so front suspension hangs free.
2. Remove front tire and wheel assembly.
3. Remove pinch bolt fastening upper ball joints to knuckle.
4. Using a spreader such as a screw driver or chisel in slot, remove upper ball joint studs from knuckle. Support knuckle assembly so it does not strain axle joints or brake lines.
5. Remove lower strut mounting bolt from lower control arm.
6. From engine compartment, remove three bolts fastening strut top plate to body.
7. Remove entire strut plate, upper control arms, and strut assembly from vehicle.
8. Lay assembly on flat surface and note angles of upper control arms to strut plate so new adjustable arms can be installed at approximate correct angle when reinstalling assembly.
9. Remove bolts fastening control arms to plate.
10. Adjust new control arms to approximately same length as OE arms. Make sure there is equal thread showing on either side of hex adjuster.
NOTE: Maximum length of arm is reached when milled flat is visible on adjuster at end of aluminum housing. Do not lengthen arm beyond this point.
11. Install control arms onto top plate in same relative position that stock arms were installed, as noted in Step 8. This will keep bushings centered in a mid-travel position.
12. Tighten retaining bolts to 37 lb-ft (50Nm).
13. Reinstall complete strut assembly in reverse order of removal. Torque bolts as follows:
 - a. Top plate bolts: 50 lb-ft (75Nm)
 - b. Pinch bolt (use supplied bolt): 30 lb-ft (40Nm)
 - c. Lower strut bolt: 66 lb-ft (90Nm)
14. Reinstall tire and wheel assembly.
15. With alignment equipment attached, adjust control arms by rotating center hex adjusters to desired camber or caster readings.
Note: Using 'jack up selected axle' option on alignment equipment will make adjustment of these control arms easier.
Note: During travel there is potential for outer ball joint to come into contact with metal flange located in close proximity to this joint. Check flange clearance when wheels are turned and when straight. If contact is noted, possible solutions include:
 - limit camber adjustments
 - trim problematic flange at inner fender
16. After adjustment is complete, tighten lock nuts on each hex adjuster. Make sure ball joints remain centered in housing.
17. Reset toe and road test vehicle.
Always check for proper clearance between suspension components and other components of vehicle.



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ECN#2290 • Rev 2/17

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