

NISSAN PATHFINDER / XTERRA / FRONTIER FRONT ADJUSTABLE 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. Take initial alignment readings and determine caster change needed.
2. Raise vehicle by lower control arm and securely support.
3. Remove front tire and wheel assembly.
4. If installed, set lower control arm cam bolts to center, neutral position and lightly tighten.

5. Remove cotter pin and nut holding OE ball joint to steering knuckle and discard both. Break taper between ball joint stud and knuckle.

NOTE: Support steering knuckle to avoid strain to brake lines or ABS wires.

6. Loosen and remove OE upper control arm-to-frame mounting bolts. Remove OE control arm.

TECH TIP: To remove rear bolt on driver's side, it is easiest to remove nut, slide bolt forward slightly, and cut off head of bolt. Bolt can then be removed from the rear. A replacement bolt and nut have been included in kit. Alternatively, partially separate steering shaft from steering rack and tilt inward to gain clearance for removing OE bolt. Use caution to not to change alignment of splined shafts if using this method.

7. Install SPC control arm into frame pockets using OE and provided bolts. SPC control arms are identical. Install left arm (Driver's side) with "L" on ball joint plate facing up and right arm with "R" facing up.

NOTE: Install driver's side rear bolt from rear.

NOTE: 2015+ model years are known to have an issue with reduced factory clearance in the Driver's side front UCA frame pocket. The holes on this bracket may need to be slotted outward (use SPC #74920 or equivalent) to accommodate SPC control arm. Confirm end ring of SPC arm does not contact bracket.

8. Torque all mounting bolts to manufacturer's specification.

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

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

Figure 1

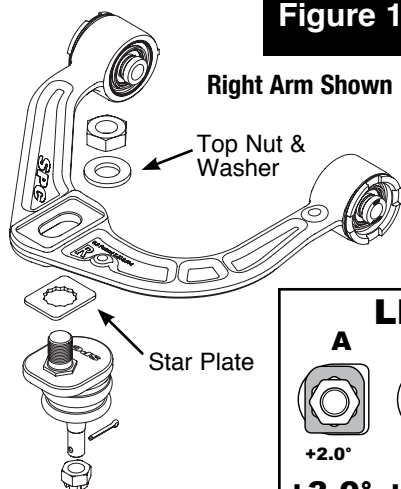
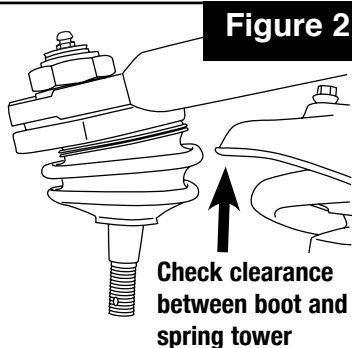


Figure 2



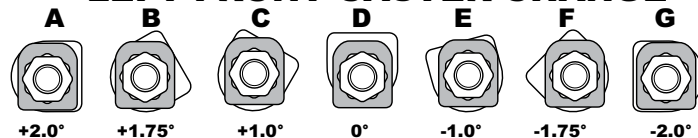
14. When final camber / caster settings are achieved, torque top ball joint nut to 200 ft-lb [271Nm]. Torque lower cams to manufacturer's specifications. Adjust toe and road test vehicle.

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

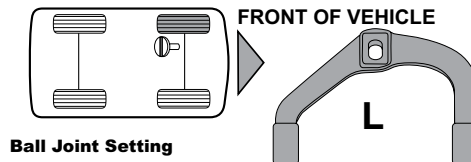
Maintenance:

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

LEFT FRONT CASTER CHANGE



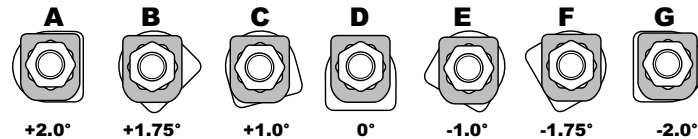
+3.0° +2.75° +2.0° +1.0° 0° -.75° -1.0°



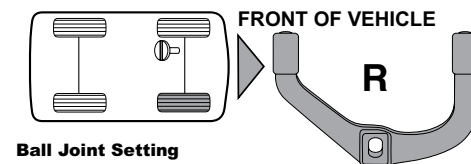
Ball Joint Setting

Total Arm + Ball Joint Caster Change

RIGHT FRONT CASTER CHANGE



+3.0° +2.75° +2.0° +1.0° 0° -.75° -1.0°



Ball Joint Setting

Total Arm + Ball Joint Caster Change



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