

 25460-25470-25480-25490 Toyota Adjustable Upper Control Arms

Q. Why does my Toyota squeak now that I have installed SPC upper control arms?

A. The stock dish washers on each end of the long bolt holding the upper control arm are sometimes installed incorrectly. They have a bit of an offset and should be installed so the gap between the washer and the rubber bumpers on the sides of the bushings is as large as possible. (~1/8") If installed the other way, the washers will constantly contact the rubber on the ends of the bushings, and can cause a squeaking noise as the suspension moves. A squeaking noise can also come from the bushings and washers if the long bolt has not been properly tightened to 87 lb-ft.

Q. I have a lift kit, will the control arms handle the increase angle?

A. These control arms are designed with more articulation in the ball joint than the factory joint allowed. There are many different styles of lift kits and the full up and down travel of the suspension should be checked to make sure the new control arm will work properly.

Q. Since my Toyota is lifted, in what position should I tighten the long bushing bolt?

A. The main idea is to put the control arm bushings in the center of their travel range, so the best thing to do is have the control arm in the center of its travel arc no matter if the vehicle is lifted or lowered. This will ensure the bushings flex the same amount in each direction. This is usually just about horizontal to the ground for most Toyotas. Tightening them at normal ride height is the next best scenario. As is the case with all suspension bushings, the bolts should **NEVER** be fully tightened while the vehicle suspension is hanging on a hoist.

Q. After installing these control arms I now have camber and caster adjustment on both the upper and lower control arms. What is the proper way to adjust the alignment?

A. On many Toyotas, the factory lower cams have seized in the control arm, and hence cannot be used to adjust the alignment without a great deal of work. If they have not seized, see below for suggested use of the factory adjustments to reduce tire rub at the rear of the wheel opening.

If tire rub is not critical, set caster roughly by clocking the SPC upper balljoint per the chart. Once caster is near the desired settings, use the factory cams on the lower arms to dial it in properly. (Ignore any change in camber while setting caster.) Once caster is as desired, use the sliding feature of the upper balljoint to bring camber into spec.

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

A. You can use the factory lower arm adjustment to roll the lower balljoint forward for maximum caster. (Pull the front bushings in, push the rears out.) Then use the upper balljoint of the SPC arms to get the caster and camber alignment in spec. It is not uncommon that the left and right arms might need different balljoint orientations to get proper caster with this method. Doing this can move the wheel center forward by 1/2" or more.

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