Specialty Products FAQ

Part numbers 72050, 72052, 72260, 72262, 72290

Nissan Rear Control Arms

Q1: Can I adjust both toe and camber with this product?

A1: Yes, this product includes a camber arm and an extended range toe cam.

Q2: Why is there a template for an elongation in this kit?

A2: In order to maximize toe adjustment, the inboard mount on the lower control arm will need to be elongated. This will make room for the larger throw provided by the replacement cam.

Q3: There is already an eccentric bolt on the inboard end of my factory control arm. What should I do with it?

A3: Install your adjustable arm with the bolt shoved all the way inboard. This will be the least likely to slip under load.

Q4: The rear stabilizer bar is getting in the way of my installation, what should I do?

A4: You may need to remove the outer ends of the stabilizer bar and rotate it out of the way. This will create enough room to install the camber arm. Reinstall the bar before you start to dial in your alignment.

Q5: I noticed your EZ Arms for rear camber changed on several late Nissan models and no longer have a bend in them. Why was this change made?

A5: The original design followed the OEM (fixed length) arm design that included a bend to provide lots of clearance for the sway bar links. Recently this design was re-evaluated and it was determined that there is ample clearance without a bend. The new straight control arms are closer to the sway bar links, but still have plenty of clearance. Straightening the arm has also made the SPC's arm stronger (vs. the OE arm) for tension and compression, which are the loads that this application sees.

Q6: After installing the rear control arm and extended range toe adjuster, I still cannot get the camber and toe to preferred specifications. What could be the problem?

A6: The rear toe and camber angles will affect each other during adjustment on suspensions of this design. That is, when one angle is changed in one direction it may affect the other angle in another direction. Lowered vehicles that require a considerable amount of camber correction may have trouble achieving proper camber and toe. Toe is more important than camber for driveability, so desired camber may not be possible while keeping the toe

within specifications. The extended range toe adjusting bolt is designed to help with this problem but may be limited in range for certain applications.