



Part numbers 72123/72125

350Z/G35 Front Upper Control Arms

Q1: Will this arm affect the ride height?

A1: No, the ride height is controlled by the springs and lower control arms.

Q2: Is a service replacement available for the ABS sensor bracket retaining bolt?

A2: Yes: P/N: 7212017

Q3: Why does the SPC ball joint stud fit loosely in the steering knuckle?

A3: If your stud is fitting loosely, you have missed a step. The cone spacer sleeve from the original ball joint must be removed from the OE (original equipment) ball joint and then reused on the SPC ball joint. We suggest that you use a small gear puller to remove the spacer from the OE ball joint.

Q4: My top nut keeps coming loose. What can I do?

A4: The top nut should not loosen if properly torqued. Often it seems that contact between the inner fender and the nut is the cause of this problem. If the top nut is allowed to make contact with the inner fender, which can happen on lowered cars, steps must be taken to eliminate the contact. The nut and ball joint are NOT designed to be the limit of your suspension travel. You need to use the included jounce spacers or an aftermarket jounce bumper to stop the nut from making contact with the inner fender.

Q5: The control arm is hitting the inner fender on my lowered car. What can I do?

A5: The SPC upper control arm /ball joint combo is about $\frac{3}{4}$ " taller than the stock components to allow for adjustment. For this reason, several jounce spacer washers are included in the kit to prevent the arm from making contact with the inner fender on a stock or mildly lowered car. If your car has been lowered more than 1", you will likely need additional spacers. If the vehicle has been lowered via aftermarket strut assemblies, you may not even have jounce bumpers. You **MUST** put jounce bumpers on the strut to provide a limit function to suspension travel. They are available from various suppliers.

Alternately, you can omit the jounce spacers and instead cut a clearance hole in the inner fender so that the control arm can intrude into the engine compartment. Many new vehicles are now coming this way, and often installers prefer to do this to older vehicles to preserve full suspension travel.



- Q6: I do not have enough space to get my torque wrench on the large upper retaining nut on my control arm ball joint. Do you have any suggestions?**
- A6:** You can get clearance for your torque wrench by lifting the vehicle using the sub-frame and allowing the suspension to droop (travel downward). If you lift only one side at a time, you may need to disconnect the sway bar to allow the suspension to drop far enough to provide adequate clearance.
- Q7: I would like to use an SPC adjustable control arm, will this arm work with aftermarket strut/spring setups?**
- A7:** As long as the stock control arm fits around the strut assembly, the SPC control arm will also fit.
- Q8: What should I do if the parts are not compatible?**
- A8:** The more modifications that are done on a vehicle the more likely you are to run into compatibility issues such as fitment and clearance. Educated decisions will need to be made on which parts will work and which ones won't. Sometimes it's just a matter of trial and error. It is ultimately up to the consumer as to the proper fitment of aftermarket parts.
- Q9: I am doing a brake job on my G35/350Z and a caliper shim fell out during disassembly. What is the proper way to reinstall it?**
- A9:** Install the caliper spacer between the caliper mount and caliper with the thickest part up. Tighten caliper bolts to 112 lb-ft (150Nm). Make sure brake rotor turns freely.

