

SPC

PERFORMANCE®

Instruction Sheet STREET

"A" BODY CHEVELLE ADJ. UPPER CONTROL ARM

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.

On vehicles using a standard height knuckle, SPC recommends our .5" extended length upper balljoint (P/N 94019) be used for improved camber gain. On cars with tall knuckles, a standard replacement balljoint like the Moog K5108 will also work.

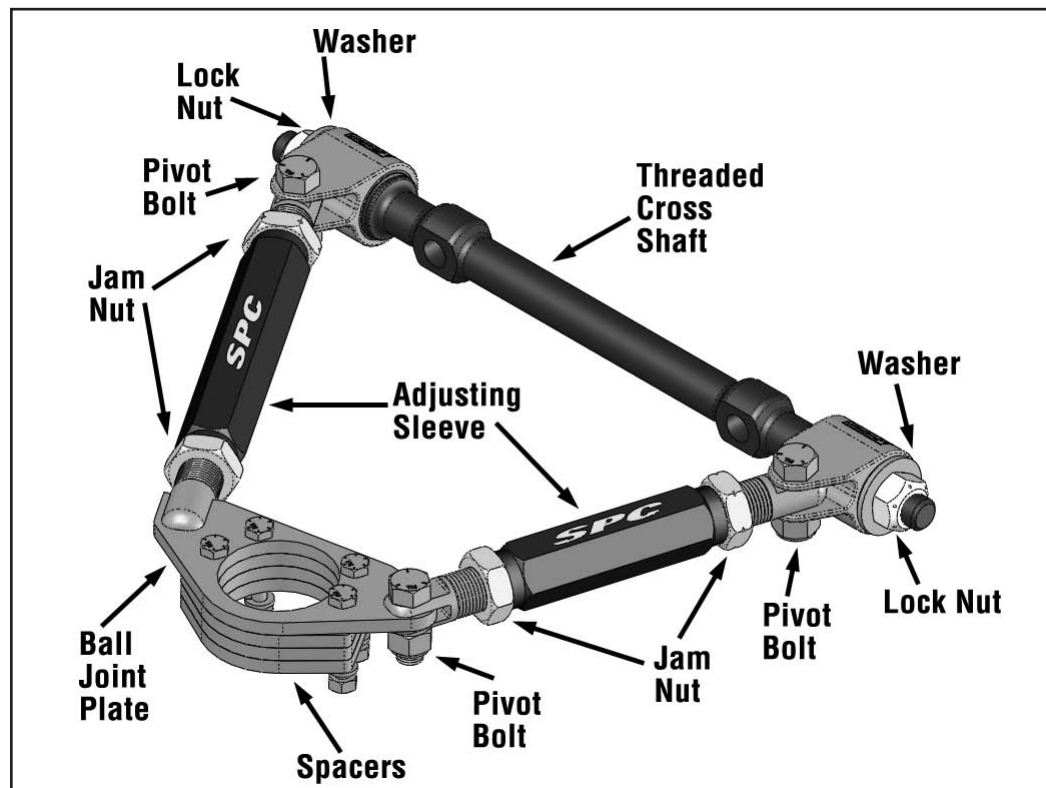
Pivot orientation: The cross shaft pivots should be installed so that the offset is up, moving the arm away from the vehicle frame.

Tightening Cross Shaft nuts: Cross shaft nuts should be tightened only after the suspension is at its normal ride height, and resting fully on the tires. (Use slide plates or roll the vehicle back and forth a few times to insure that the suspension has settled fully after being lowered to the ground.) Tighten cross shaft locknuts to 80-ftlb.

Adjusting the arm: Slightly loosen the three clevis bolts at the ends of the adjusting sleeves. Loosen the jam nuts on both ends of each adjusting tube (The end closest to the cross shaft is left hand thread). Turn the adjusting tubes to lengthen or shorten the arm. After you have adjusted the arm to the desired length, tighten down the jam nuts against the adjusting tubes, and then tighten each of the three clevis bolts to 60 lb-ft of torque.

Note: To allow for proper thread engagement, there should never be more than 1" of thread showing past the jam nuts on either end of the adjusting tubes. Longer and shorter adjusting tubes are available from SPC to allow adjustment outside the intended range of the standard arm.

'A' Body Note: On some GM A-body cars (mostly 2nd gen) there is a brace extending out from the forward leg of the control arm mounting bracket to the outer edge of the frame. This leg **MUST** be trimmed to resemble the shorter rear leg of the mount in order to mount this control arm properly. Failure to do so will result in extreme difficulty in assembling the suspension, and will likely damage to the control arm if driven. The welded stud of the balljoint plate should point toward the front of the vehicle. Unless a tall upper balljoint or tall aftermarket knuckle is installed, the included balljoint spacer plates must be used to prevent contact between the frame and arm. The longer of the two adjuster sleeves is intended to be used in the rear leg of the arm for 0-3 degrees of caster, and on the forward leg of the arm for more than 3 degrees of caster.)



There is no warranty stated or implied due to the inability to monitor the part's modification, installation, and use, except that Specialty Products Company warrants its products to be free from defects in material and workmanship for 90 days after purchase under normal use. In that case, parts returned must be determined by Specialty Products to be defective and Specialty Products's obligations under that warranty are solely limited to repairing or replacing, at its option, any part proven defective.

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