

SPC

PERFORMANCE®

Instruction Sheet STREET

TRI 5 (1955-57) CHEVROLET ADJUSTABLE 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.

This arm includes an extended length ball joint - **SPC Performance P/N 94019** (Moog K5108 with 1/2" extended shaft).

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

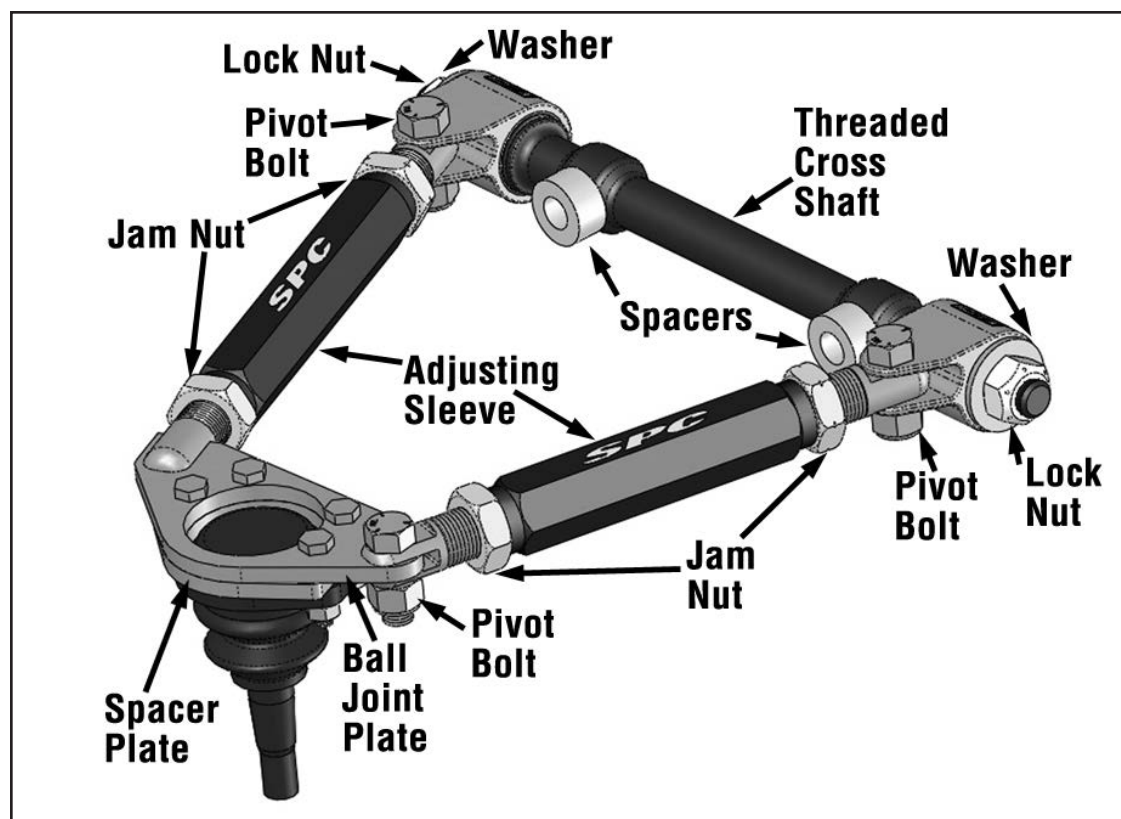
Cross Shaft orientation: Cross shaft should be installed so the arm is offset to front of vehicle.

Tightening Cross Shaft nuts: To prevent premature bushing failure, cross shaft nuts should be tightened only after the suspension is at its normal ride height, and resting fully on tires. Use slide plates or roll 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 ft-lb.

Adjusting the arm: Slightly loosen the three clevis bolts at the ends of the adjusting sleeves. Loosen jam nuts on both ends of each adjusting tube (the end closest to the cross shaft is left hand thread). Turn adjusting tubes to lengthen or shorten arm. After you have adjusted the arm to desired camber/caster, tighten down jam nuts against 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.

Tri 5 Body Note: The welded stud of the balljoint plate should point toward the front of vehicle. The longer sleeve is intended to be used in the forward leg of the arm. Install included spacers to move cross shaft inboard so it will clear the formed shock mounting tower. A maximum shock length of 13-3/8" will prevent contact between the arms and frame of the vehicle.



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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