

SPC

PERFORMANCE®

Instruction Sheet CLASSIC FORD 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.

Plan Ahead - Read All Instructions BEFORE installing part.

Overview: This arm is designed as a direct replacement for the OE upper control arm. It will work with both the OE style spring and saddle arrangement, or with any aftermarket conversions that use a short coil over the upper control arm.

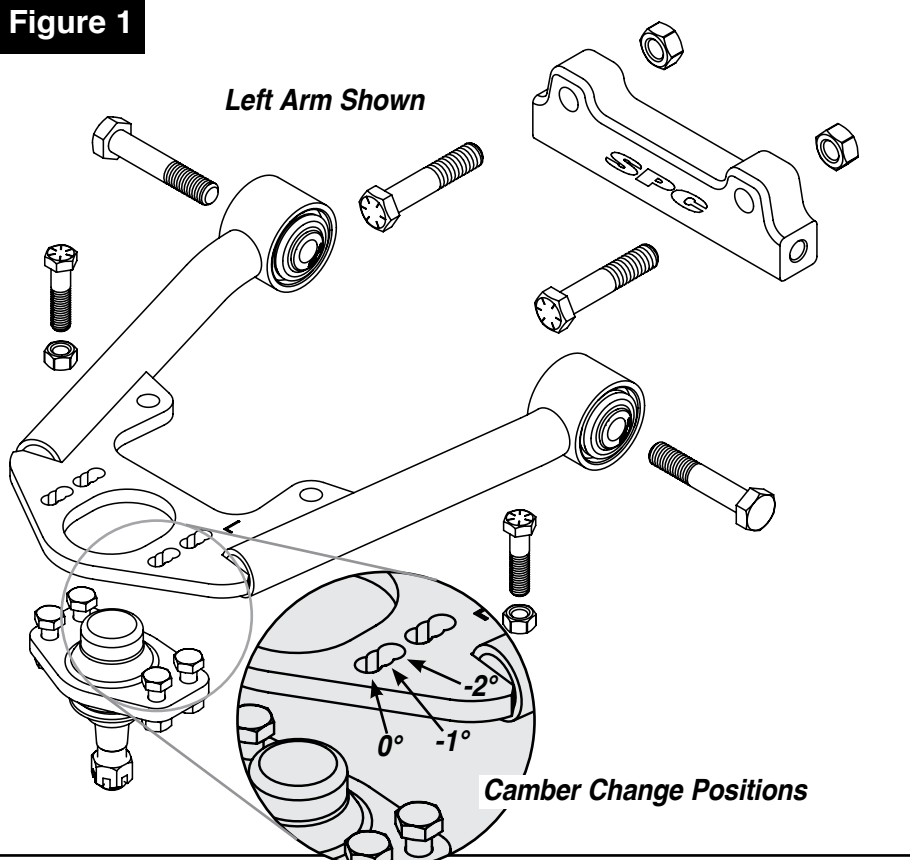
The arm provides +3° of caster, which, in combination with OE adjustable strut rod, provides +1° to +5° caster change. This improves on-center feel and return-to-center ability after a turn. Camber change can be set at 0° (no change relative to OE) or -1° or -2° for improved handling. The lowered pivots mimic "Shelby Drop" geometry without the need to re-drill arm-to-chassis mounting holes. This geometry provides an improved camber curve, which will allow far better cornering grip relative to the OE geometry.

Ball Joint: SPC includes a standard OEM replacement ball joint with this product. Make sure ball joint mounting bolts are at least 30 mm (1.2") long, measured from under the head to the tip.

Arm Prep for Installation: Arms will need to be assembled for each side before installation. The cross shaft can be positioned with the SPC logo showing or hidden. The arm should have the "L" facing up for left side, and the "R" up for right side. The cross shaft may be a tight fit between the xAxis™ "bushings". Once the cross shaft is in place, install the 12mm cross shaft to arm bolts and torque to 110 Nm (80 ft-lb). Because of the tight fit of the arm in the chassis, this should be done before installing arm in vehicle

NOTE: Unlike rubber bushings the xAxis can rotate without windup. They are very stiff when new but will loosen up with a few miles of actual driving.

Using supplied fasteners, install ball joint to bottom side of arm. Tighten ball joint fasteners to 20 Nm (15 ft-lb) (the curved side of ball joint should face tire). The outer ball joint position will provide no camber change relative to OE arm. The other two positions are -1° camber and -2° camber change relative to OE upper control arm (**Figure 1**).



Arm Installation: Remove OE upper control arm. Install SPC arm in its place. The offset of the cross shaft should lower pivot points relative to OE location. The "L" or "R" should be facing up to reflect left and right sides of vehicle.

All necessary hardware is included. Torque cross shaft to chassis bolts to 100Nm (75 ft-lb) and coil saddle to arm bolts to 55Nm (40 ft-lb). Tighten ball joint to knuckle castle nut to 60Nm (45 ft-lb) and then tighten further, just until cotter pin can be inserted.

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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