

SPC

PERFORMANCE®

Instruction Sheet
STREET

1ST GEN "F" BODY
CAMARO/FIREBIRD/NOVA
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.

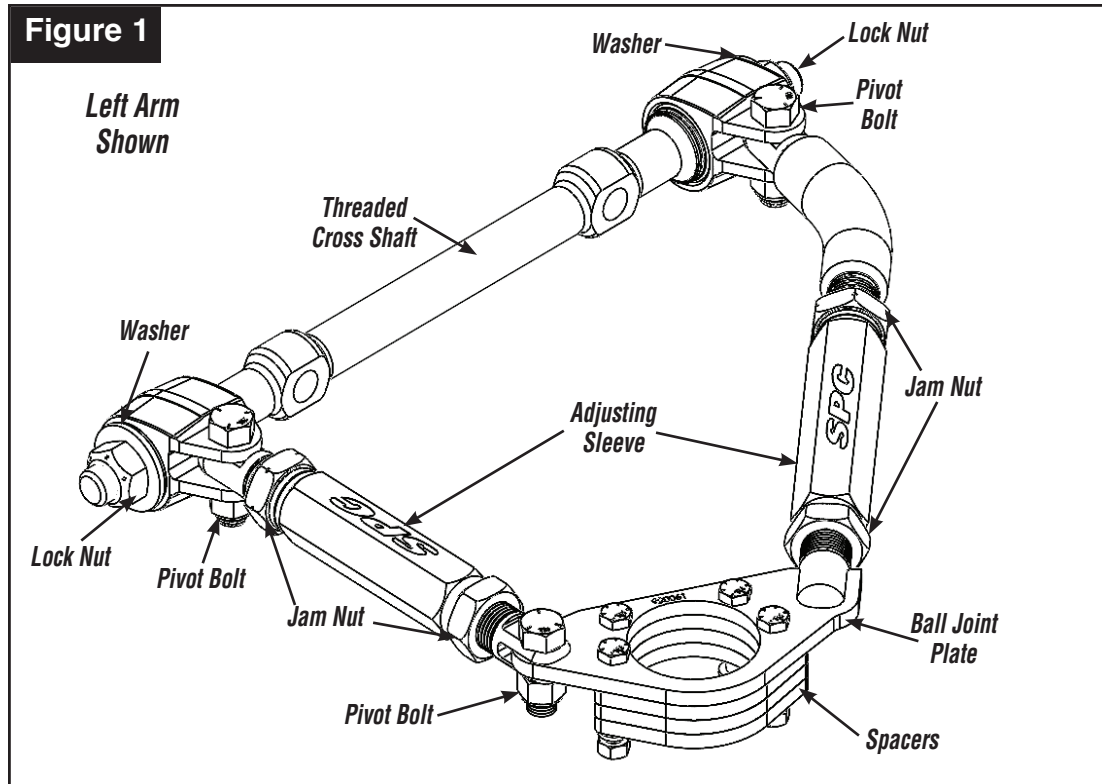
Tightening Cross Shaft nuts: Cross shaft nuts should be tightened only after the suspension is at its normal ride height, and resting fully on the tires. (Use slide plates or roll the vehicle back and forth a few times to insure that the suspension has settled fully after being lowered to the ground.)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

1st Generation 'F' Body Note: The arm should be assembled so that the bent tube portion is toward the front of the vehicle. 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 adjuster sleeve is intended to be used on the front leg of the arm. This arm may not work well with factory 14" wheels or aftermarket wheels with more than 4" of backspacing. An extended length balljoint or aftermarket tall knuckle will provide additional clearance for these wheels.

Figure 1



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.

Final determination of the suitability of the parts for use contemplated by the buyer is the sole responsibility of the buyer. Specialty Products Company shall not be liable for any special, direct, indirect, incidental, or consequential damages that might be claimed as a result of the failure of any part, including claims for delay, loss of profits or labor. Specialty Products Company shall not be liable for any damage or injury to persons or property resulting from improper installation or misuse of any part subject to this warranty. There are no other warranties expressed or implied extending beyond those set forth above.



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