



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.



Check out how to install this part at:
<http://www.spc-tv.com>

Plan Ahead - Read All Instructions BEFORE installing part.

Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise vehicle and support by frame. Remove front tire and wheel assembly. Remove OE upper control arm including any cross-shaft spacers. Support knuckle to avoid straining brake lines.
2. Adjust SPC adjustable control arm to approximate OE dimensions. Control arm leg integrated with ball joint housing should be rearward leg and clamping leg of control arm should be forward. Loosely install all hardware per figure 1. Ensure equal thread is visible beyond both large and small jam nuts when seated.

NOTE: To allow for proper thread engagement, there should never be more than 1.0" of thread showing past jam nuts on either side of adjusters.

3. Install adjustable control arm into vehicle and torque cross-shaft to chassis mounting hardware to manufacturer's specification. See vehicle specific orientation notes below. Nuts at outer ends of cross-shaft should be tight enough to remove play, yet loose enough to rotate pivot brackets by hand.

NOTE: Tightening cross-shaft end nuts with vehicle in raised position may cause premature bushing failure.

4. Install ball joint stud into knuckle tapered hole. Install castle nut onto ball joint stud and torque to 40-46 lb-ft [54-63 Nm]. Tighten more only as necessary to install provided cotter pin.

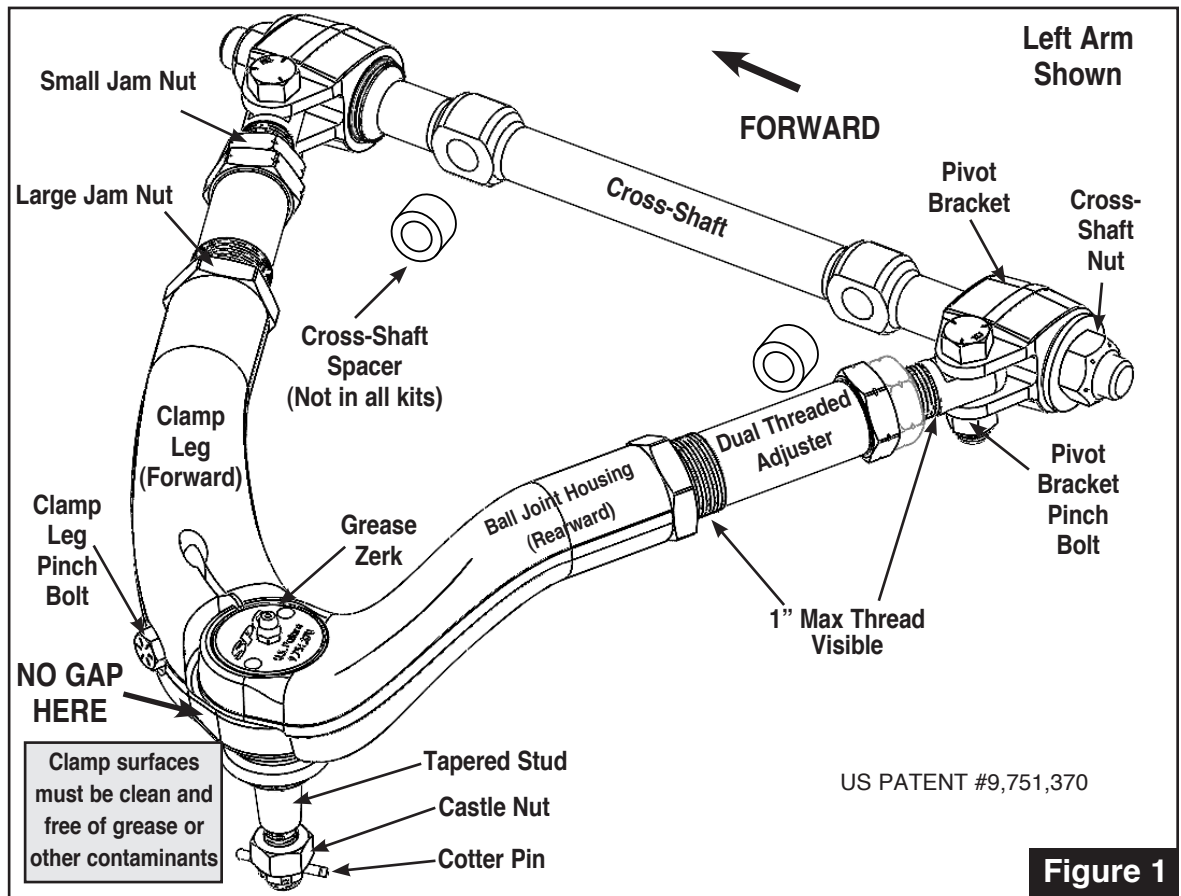


Tech Tip: Due to variance in knuckle conditions, a washer may be required to affix ball joint stud properly into your vehicle. If ball joint stud thread is too long and cotter pin hole is above castle nut completely, or you can see the taper protruding below knuckle face where castle nut will ride, use a hardened washer to space castle nut enough to ensure proper clamping of knuckle flange and allow sufficient engagement of cotter pin between castle features. For 97180 only, use the hole that allows the castle nut to be tight against the knuckle.

5. Verify there is no gap between ball joint housing and clamp leg, then snug pinch bolt on clamp leg to keep both halves together. (See Figure 1) Clamp surfaces must be clean and free of grease or other contaminants for proper grip via pinch bolt.

NOTE: Use pry bar between control arm and knuckle to push clamp leg up until there is no gap between two halves. Use care to not damage rubber boot.

6. Reinstall tire and wheel assembly and lower vehicle.
7. Adjust alignment using dual threaded adjuster on either leg of control arms. Ensure equal thread is visible beyond both large and small jam nuts when seated.



US PATENT #9,751,370

Figure 1

Continued on back



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**PART NOS. 97110, 97120, 97130, 97140, 97150, 97160, 97170, 97180, 97183, 97190, 97260
MUSCLE CAR ARMS - CONT.**

Continued from front

8. When finished adjusting, tighten hardware in the following order:

8.1. Torque pinch bolts at pivot brackets to 60 lb-ft [81Nm].

8.2. Torque cross-shaft end nuts to 80 lb-ft [108Nm].

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

8.3. Re-verify there is no gap between ball joint housing and clamp leg from step 5, then torque pinch bolt on clamp leg to 36 lb-ft [49 Nm].

NOTE: Use pry bar between control arm and knuckle to push clamp leg up until there is no gap between two halves. Take care to not damage rubber boot.

NOTE: Under-tightening or over-tightening pinch bolt may result in damage to control arm!

8.4. Adjuster jam nuts small (1-1/8" hex)

8.5. Adjuster jam nuts large (1-3/8" hex)

9. Grease ball joint with an **NLGi #2, Grade LB with 3%-5% Molybdenum Disulfide grease**. 3 to 6 pumps of grease is sufficient at each lubrication. **WARNING: FAILURE TO GREASE AND MAINTAIN THIS BALL JOINT MAY RESULT IN PREMATURE FAILURE.**

10. Complete alignment and road test vehicle.

11. Check fitment and packaging clearances after test drive to make sure no contact with other components has occurred. Re-verify there is no gap between ball joint housing and clamp leg. Re-torque fasteners immediately after test drive and after 50-100 miles.

Maintenance:

Lubrication Interval - SPC recommends adding 3 to 6 pumps of grease to ball joint at each oil change, or after operating vehicle in wet or dusty conditions.

Always check for proper clearance between suspension components and other components of vehicle.

Specific Body Style Notes:

'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 the control arm if driven. Longer adjuster is intended to be used in rear leg of arm for 0 to 3 degrees of caster, and in forward leg of arm for more than 3 degrees of caster.)

1st Generation 'F' Body Note: Longer adjuster is intended to be used in forward leg of arm. An aftermarket tall knuckle will provide additional wheel clearance at steering limits.

2nd Gen 'F' Body Note: This arm is intended to work best on cars lowered more than 2", or with tall aftermarket knuckles for clearance to the spring bucket area of the frame rail. Longer adjuster is intended to be used in forward leg of arm.

'G' Body Note: Longer adjuster is intended to be used in forward leg of arm.

'55-'57 Tri-5 and '58-'64 Belair/Biscayne/Caprice/Impala/'58-'63 El Camino Body Note: Cross-shaft should be installed so the arm is offset to front of vehicle. 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. Longer adjuster is intended to be used in forward leg of arm. Install included washer (referenced in Step #4 tech tip) to adequately clamp knuckle if needed.

'58-'72 Impala Body Note: Install the included spacers to move the cross-shaft inboard so it will clear the formed shock mounting tower.

'84-'96 Corvette C4 Note: Install the included spacers on either side of cross-shaft to maintain OE axis of rotation and camber curve.

'63-'87 Chevy C10 Note: Install the included spacers behind the cross-shaft to move it outboard. Downtravel limiting is absolutely necessary to avoid contact between SPC upper control arms and spring mount at full droop.

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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