



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 factory upper control arm. It will work with both the stock style spring and saddle arrangement, or with any aftermarket conversions that use a short coilover over the upper control arm.

The arm provides +2 degrees of caster, which in combination with the OE or an aftermarket adjustable strut rod will allow caster to be set at 2 to 3 degrees positive for improved on-center feel and return to center after a turn. Camber change can be set at 0 degrees (no change relative to stock) or -1 or +1 degree. 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 stock geometry.

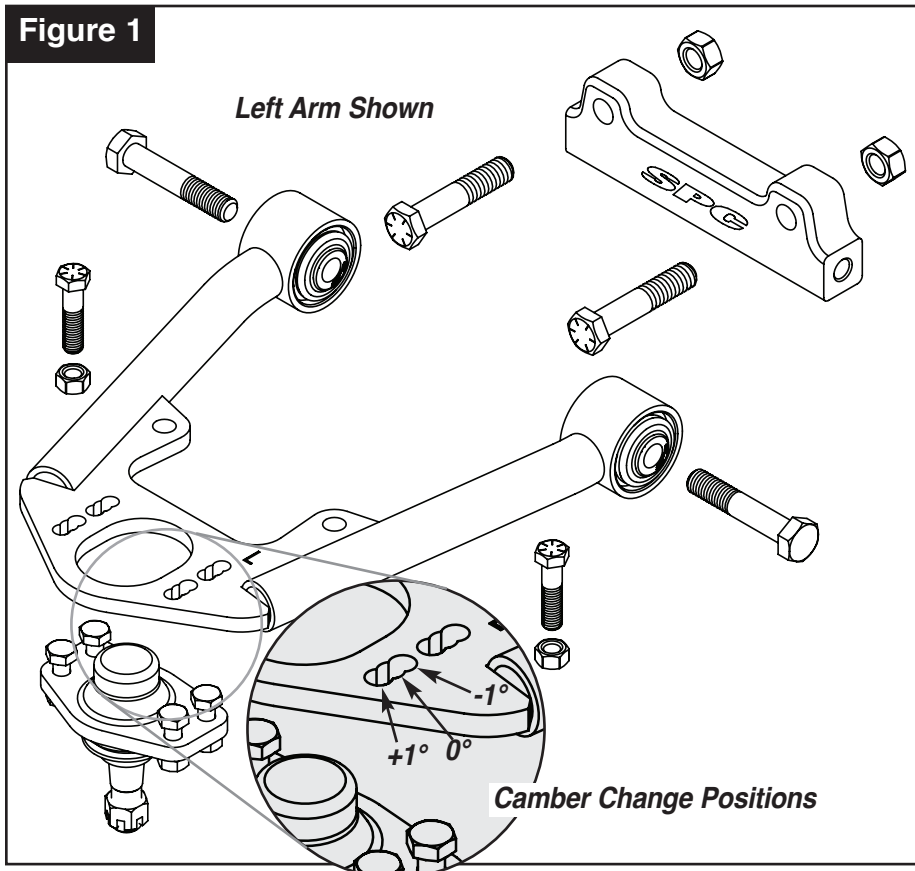
Ball Joint: SPC includes a ball joint with this product, but the arm uses a normal OEM replacement ball joint.

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 the right side. The cross shaft may be a tight fit between the xAxis™ "bushings". Once the cross shaft is in place, install the 12mm grade 10.9 cross shaft to arm bolts and torque to 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 are able to 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 15 ft-lb. (The curved side of ball joint should face tire.) The center ball joint position will provide no camber change relative to stock arm. The other two positions are -1 degree camber and +1 degrees camber change relative to stock upper control arm (**Figure 1**).

Figure 1



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

All necessary hardware is included. Torque 1/2" cross shaft to chassis bolts to 75 ft-lb, torque 3/8" coil saddle to arm bolts to 40 ft-lb. Tighten balljoint to spindle castle nut to 45 ft-lb and then tighten further until cotter can be inserted.

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