

# **Speedtech** PERFORMANCE

July 29, 2020

## **Lower Control Arms**



## **Installation Instructions**

**The following instructions are intended for professional installers and are guidelines only. Speedtech Performance assumes NO responsibility for the installation of any of its products. All products must be installed by qualified professionals only**

**NOTE on 70-73 Camaro models** you may need to enlarge the mounting holes to 9/16" for the supplied bolts. **Some of** the early models came with 1/2 bolts

Thank you for purchasing your new Speedtech lower control arms. Installing this product will require the unbolting and removal of your front suspension. Take all necessary precautions whenever jacking up your vehicle and use safe and sturdy jack stands to support the vehicle whenever it is off the ground. Be sure to take all other safety precautions required to do the job correctly.

**Note: These control arms WILL NOT work with drum brakes.**

**The vehicle should be on a level surface before you start.**

1. In a few short hours you can update your classic car with new Speedtech Performance Tubular Lower Control Arms. We recommend you inspect all of your car's suspension prior to installation of our parts, such as tie rods, ball joints and other suspension parts which may be worn and could cause adverse effects. Replace parts as necessary.

2. Jack up and properly support the vehicle's frame. Remove the front wheels. For cars with drop off style rotors, reinstall one lug nut if needed to prevent the rotor from falling off.

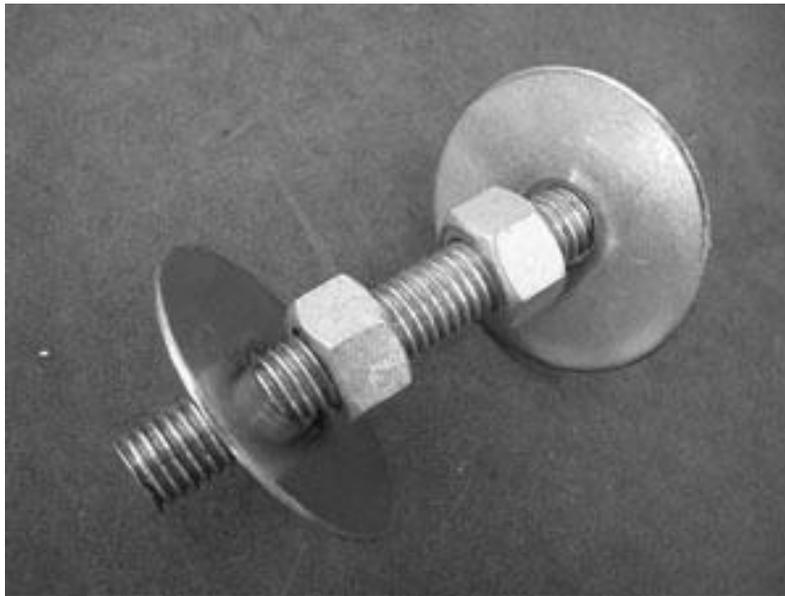
3. Place the jack under the outer end of one of the lower control arms. Gently raise the jack to compress the spring slightly and relieve the pressure on the ball joint. Remove the shock and sway bar links. Attach a coil spring compressor to the coil and compress the spring enough to remove spring pressure.

4. Removing the spindle from the upper control arm is not necessary, however doing so may allow you more work room. To do this, remove the cotter pin and loosen the castle nut until it has approximately 5 threads of contact. Use a pickle fork if necessary to separate the spindle from the ball joint. Remove the castle nut. Watch carefully for any tension on the spring that may pop the assembly apart as the nut is removed.

5. Repeat this process for the lower ball joint. Watch carefully for any tension on the spring that may pop the assembly apart as the nut is removed. Remove the coil spring and place aside.

6. Remove the stover nuts and bolts from the mounts that hold the control arm in the frame and remove the control arm from the frame. Clean, remove rust and repaint the mounts as needed.

7. Install the new lower control arm in the reverse order. Because of bushing variations and over tightening as bushings have been replaced in the past, you may encounter an overly tight fit. If so, you will need to spread the tabs on the control arm mounts. The best way to do this is to assemble a ½ X 4" length of all thread with 2 nuts and washers inside the mount. Gently tighten the nuts so that they spread the mount tabs apart. Test fit the arm periodically, as the mounts may spring back slightly during this process.



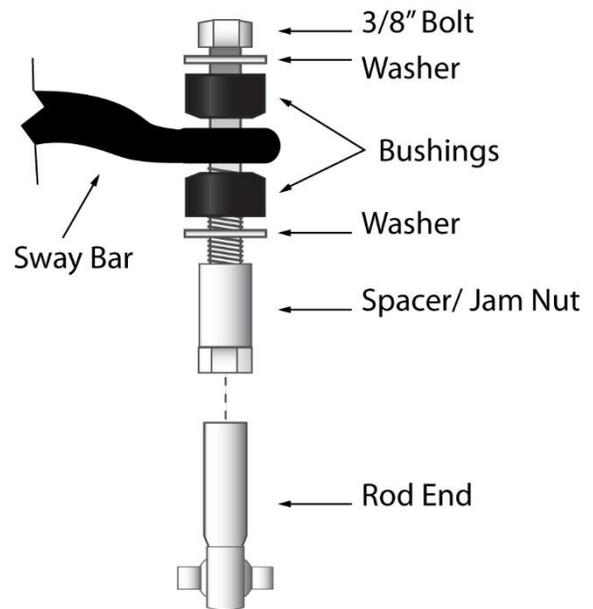
To properly spread the control arm mount tabs, create a simple tool as shown above.



**Spread the mount apart as needed by tightening the nuts against the frame.**

8. Once the desired fit is achieved, lube the bolts provided in the kit on both the threads and shank with anti-seize. Insert bolts and tighten the nuts enough so that all is secure. Do not fully torque them to specs at this point.
9. Support the assembly by placing the floor jack under the outer portion of the lower control arm. Reinstall the spring, spindle, and shock. Torque the lower ball joint castle nut to 80 ft/lbs. Torque the upper ball joint castle nut to 40 ft/lbs. Reinstall any steering linkage that was removed.

**Install new sway bar end links according to diagram at right.**



10. If using factory disc brakes you may need to clearance the dust shield slightly. With the assembly supported by the floor jack, turn the steering wheel lock to lock and have a partner check for any interference. Trim dust shield as necessary.

11. Grease control arm bushings and new ball joint. Grease other suspension components as needed. We recommend silicon based grease, however any high quality grease will do. Reinstall wheel, torque to recommended specs.

12. Repeat process for other side of car.

13. Once all parts are reinstalled, push down on the bumper a few times to settle the suspension to normal ride height. With the car supported on the tires, torque the lower control arm bolts to 50 ft/lbs.

14. Do not drive the vehicle, have it towed to a competent professional alignment shop to have an alignment performed.

**Note: Use alignment specifications on next page, not alignment shop pre-programmed factory specs!**

**Note: These are only suggestions and may need additional changes to achieve the optimum settings for your driving style or situation.**

### **Daily Driving, Street Performance Specifications**

<b>Driver Side</b>	<b>Passenger Side</b>
4 Degrees positive Caster	4 ½ Degrees positive Caster
0 to ½ Degree negative Camber	0 to ½ Degree negative Camber
3/ 32 Total Toe-in	3/ 32 Total Toe-in

### **Aggressive Track Alignment Specifications**

<b>Driver Side</b>	<b>Passenger Side</b>
5 ½ Degrees positive Caster	6 Degrees positive Caster
½ to 1 Degree negative Camber	½ to 1 Degree negative Camber
3/ 32 Total Toe-in	3/ 32 Total Toe-in

### **Original Alignment Specifications**

**\*\*For reference purposes only. Do Not use these specs.**

<b>Driver Side</b>	<b>Passenger Side</b>
½ Degree positive Caster	½ Degree positive Caster
¼ to ½ Degree negative Camber	¼ to ½ Degree negative Camber
1/8 Total Toe-in	1/8 Total Toe-in

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