

Speedtech **PERFORMANCE**

July 27, 2020

Upper 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 must be installed by qualified professionals only

Thank you for purchasing your new Speedtech upper 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.

1. In a few short hours you can update your classic car with new Speedtech Performance Tubular Upper 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. **The vehicle should be on a level surface before you start.** 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.

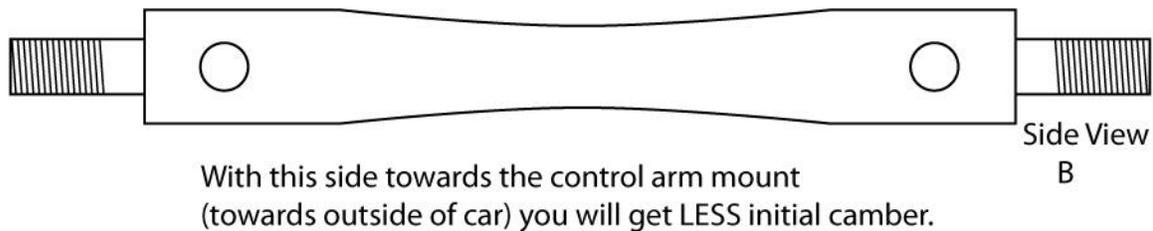
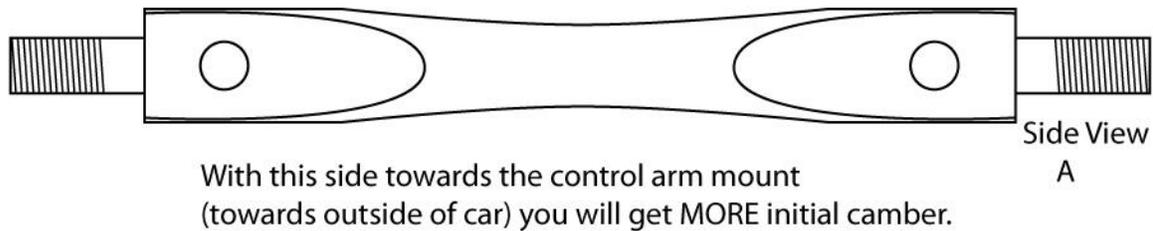
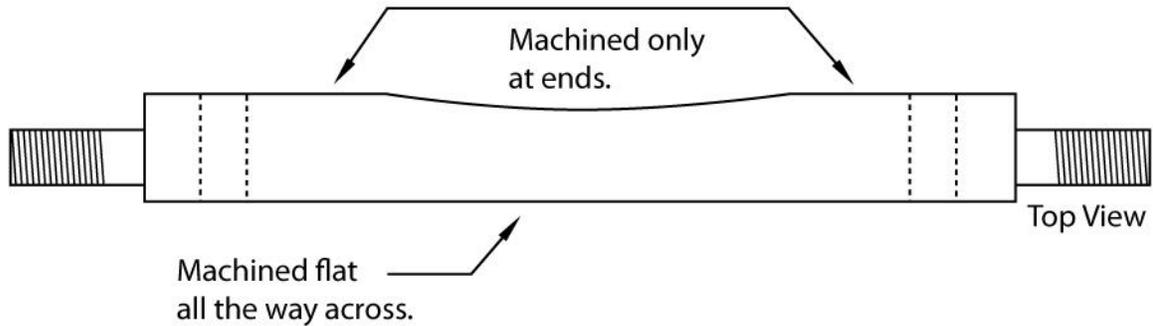
4. Remove the spindle from the upper control arm. To do this, remove the cotter pin and loosen the castle nut on the upper ball joint until it has approximately 5 threads of contact. Use a pickle fork if necessary to separate the spindle from the ball joint. Remove the castle nut. Watch carefully for any tension on the spring that may pop the assembly apart as the nut is removed.



5. Make a careful note of shim placement and quantity used for the upper control arm alignment. Remove the two nuts holding the upper control arm shaft to the control arm mount and remove the upper control arm. Clean, remove rust and repaint the frame as needed.

6. Install your new Speed Tech tubular upper control arms according to this chart.

Control arms can be mounted two ways.



Please double check that both left and right sides have the same orientation before tightening.

7. Replace the shims in the same placement that you removed them from. Tighten down the shaft nuts. **Note: This is only a rough estimate on shim placement to get you to the alignment shop.**

8. Connect the upper ball joint to the spindle, install the new castle nut, and torque to 40 ft/lbs. Install the new cotter pin.

9. 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.

10. Repeat process for other side of car.

11. When finished, take the vehicle to a competent professional alignment shop to have an alignment performed. Specs are on next page.

Note: Use alignment specifications below, not alignment shop pre-programmed factory specs!

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

Daily Driving, Street Performance Specifications

Driver Side	Passenger Side
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

Driver Side	Passenger Side
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.

Driver Side	Passenger Side
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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