

# 1112

## ***67-72 Chrysler A-Body Tubular A-Arms Installation Instructions***



Thank you for your purchase of this Hotchkis Performance product. Your A-Arm set was designed with the performance and durability you've come to expect from Hotchkis Performance.

*Note: Please read the entire installation instructions before starting. Having the right tools will ensure a smooth install process.*

### ***A-ARM INSTALLATION***

1. Using a jack or lift, raise the front of the car off the ground and remove the front wheels.



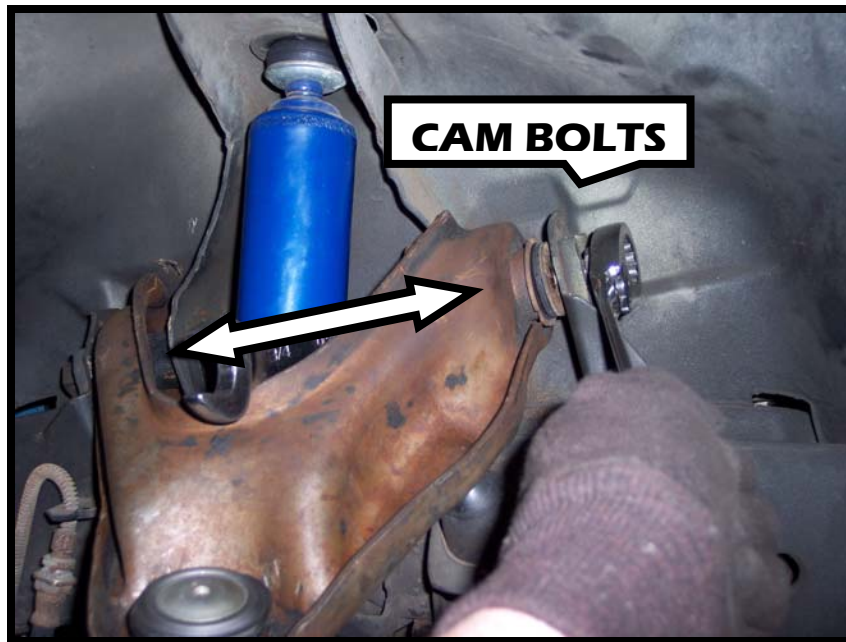
2. Remove the cotter pin from the ball joint and loosen the castle nut.  
*NOTE: Do not completely remove the castle nut. Loosen the nut until it reaches the end of the bolt.*



3. With the castle nut loose, hit the upright mount with a hammer until the spindle & the rest of the suspension pop loose from the A-Arm ball joint.



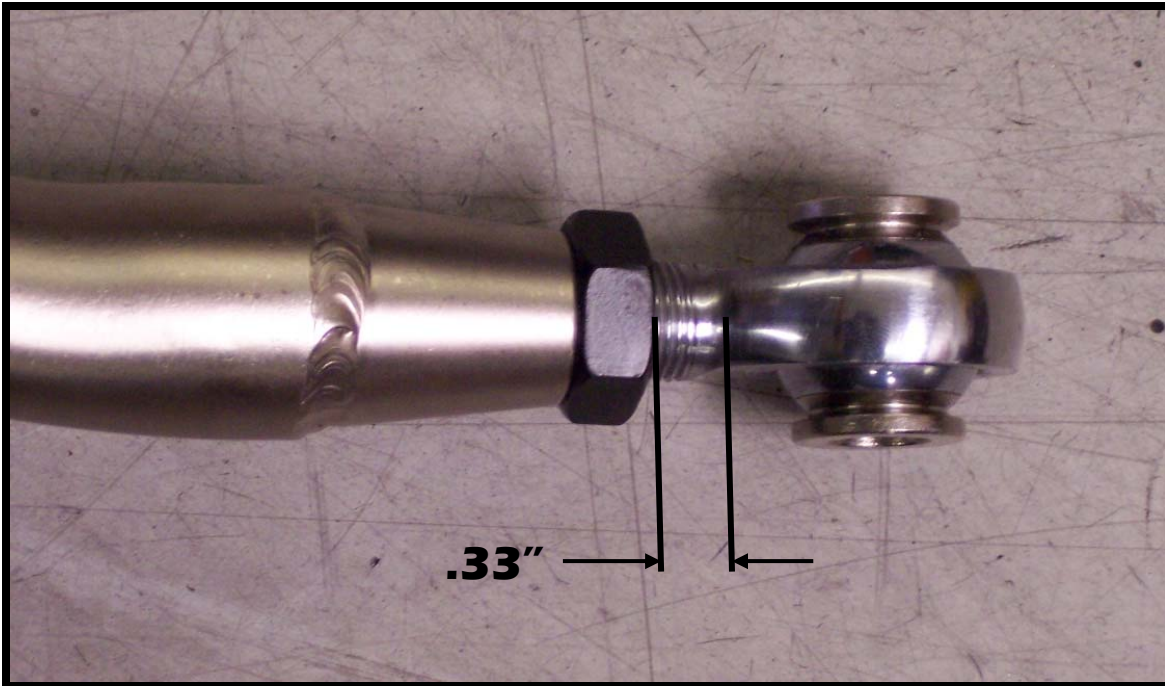
4. Support the suspension with a floor jack to relieve the pressure from the castle nut. Remove the castle nut.
5. Unbolt the two cam bolts where the A-Arm is connected to the frame.  
*NOTE: Be sure to mark the cams on the bolts so you can get them back in the right place when you install them.*



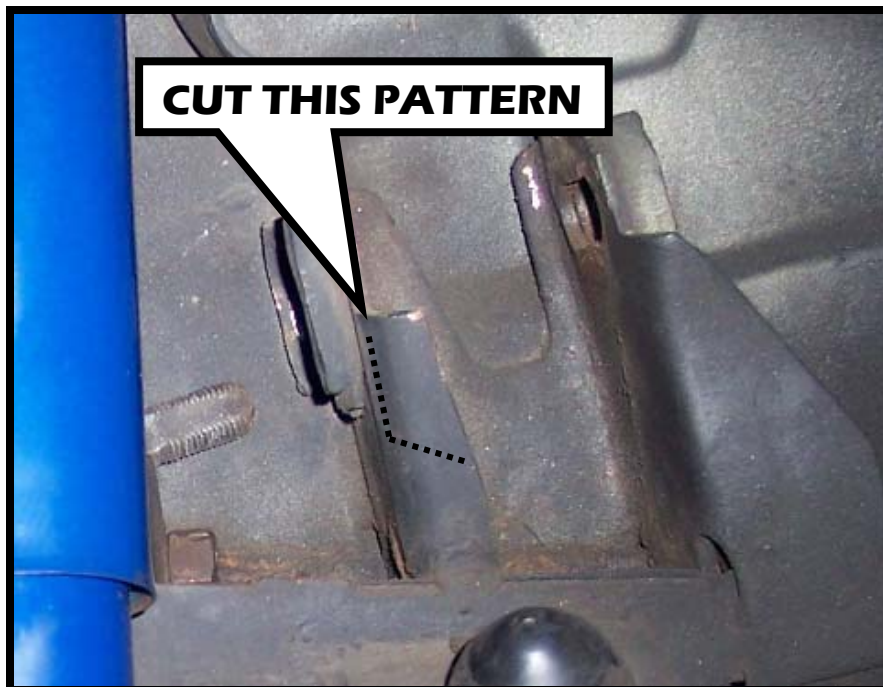
6. Remove stock A-Arm.



7. Adjust the rod ends on the Hotchkis A-Arms so they are set to .33 inches as shown.



8. Before the new A-Arms can be installed part of the front mounting bracket shown will need to be cut slightly to allow for clearance of the new arms.  
*NOTE: This is the FORWARD mounting bracket.*

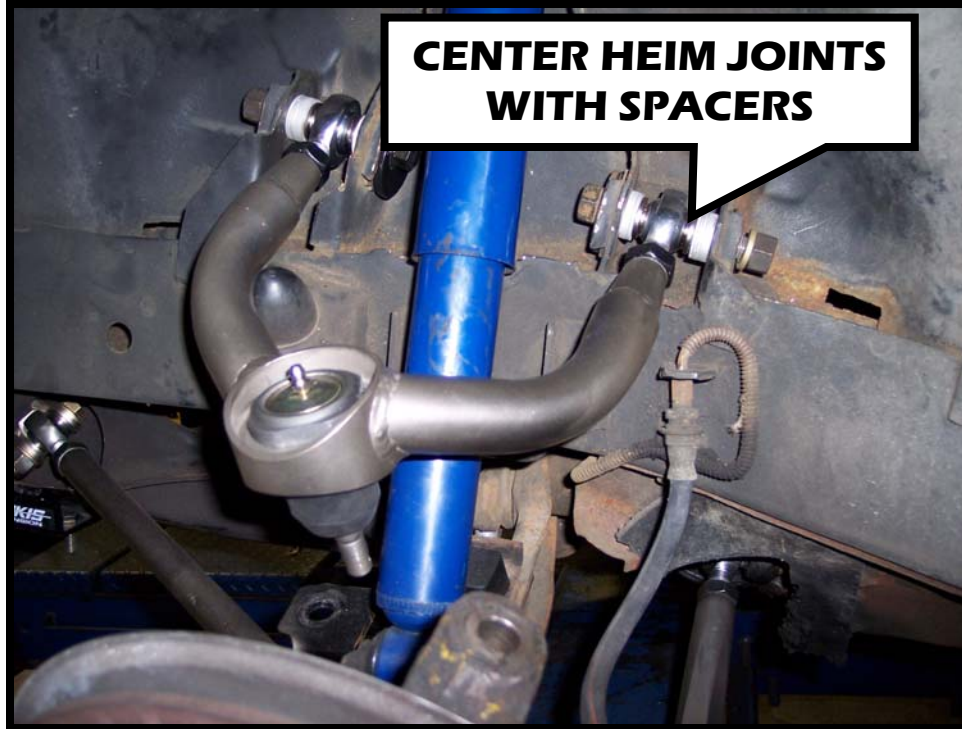




9. Install the new A-Arms by following the same instructions in reverse order. When bolting on the rod ends, be sure to use the provided spacers.

*NOTE: Start by using 1 large and 2 small spacers on each side of the heim joint as shown. Due to tolerances between car to car, you may need to use less or more small spacers on either side to ensure the a-arm is centered between their mounting brackets.*





*Note: Picture is of Driver side*

10. Perform this procedure to the other side and the installation is complete. You will need to have the vehicle professionally align after installation. Your new Hotchkis arms were designed for performance driving which encourages more aggressive alignment specifications than factory.

Have your alignment shop set the camber, caster, and toe to the following:

Setting	Sport Setup:	Competition Setup:
<b>CAMBER:</b>	<b>negative -1° to -1.5°</b>	<b>negative -2° to -3°</b>
<b>CASTER:</b>	<b>positive +6° to +7°</b>	<b>positive +8° or more</b>
<b>TOE:</b>	<b>1/16" TOE IN</b>	<b>1/16" TOE IN to 0° EVEN TOE</b>

Make sure to perform any kind of ride height adjustment before aligning the vehicle. This includes finalizing torsion bar adjustments and leaf springs.

Hotchkis also offers...

- Front & Rear Anti-Sway Bars
- Subframe Connectors
- Adjustable Nickel Plated Strut Rods
- Nickel Plated Steering Tie Rods
- Performance Leaf Springs

See our website for more details: [hotchkis.net](http://hotchkis.net)