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[www.speedtech-performance.com](http://www.speedtech-performance.com)

## Tubular Upper Control Arms Installation Instructions

### Installation Instructions:

#### Disclaimer

**All parts should be installed by a certified mechanic if you choose to install them your self you do so at your own risk.**

In a few short hours you can update your classic car with Speed Tech Performance Ltd., New Tubular Upper Control Arms.

The Upper Control Arms are one of many suspension parts in the front of your car.

We recommend you inspect your cars suspension system prior to installation of our kit as tie rods, ball joints and other suspension parts may be worn which could cause adverse effects.

If you notice alignment, suspension or brake problems after the installation, these conditions probably existed prior to the installation. We recommend taking your car to a reliable alignment / suspension shop to have the installation performed. If you have the tools and are experienced in this field, be sure to have a professional adjust and review your work.

Maintenance on your Speed Tech Performance Ltd Upper Control Arms is minimal. Periodically (as often as your scheduled oil change) visually inspect the control arms. If necessary you may need to re-grease the ball-joints and grease nipples on the control arms themselves.

1. Raise the car and securely support the frame.
2. Remove the wheels from the vehicle and place 1 lug nut back on the wheel drum or disk to prevent it from slipping off.
3. Place a floor jack under the outer end of the lower control arm and gently raise the lower control arm enough to take off the pressure from the coil spring.
4. Remove the cotter pin from the upper control arm then using a 3/4" socket remove the castle nut.
5. Use a ball joint fork if required to separate the ball joint stud from the spindle.
6. Proceed to the engine compartment and make note of the current amount of shims on each bolt front and rear.
7. Using an 11/16" socket remove the two nuts holding the upper control arm shaft to the front cross member, discard the nuts and remove the upper control arm.
8. Install your new Speed Tech tubular upper control arms and replace the shims in the same order that you removed them in. This is only a rough estimate to get you to the alignment shop.
9. Install the new 7/16' Stover nuts supplied and torque them down to 50 foot pounds.
10. Connect the new ball joint to the upper spindle and torque the supplied castle nut to 50 foot pounds and install the supplied cotter pin.

11. Don't forget to grease your new ball joint prior to use. (Use only quality grease)
12. Slowly remove the floor jack, put the wheels back on and lower your vehicle. Take your vehicle to a suspension shop of your choice. I recommend however that you call around and ensure that the alignment shop is willing to do what you're wanting as some will not do custom alignments. Provide the alignment shop with the following alignment specifications.
13. Once aligned enjoy your new ride.

### Alignment Specifications 67-69 Camaro 68-74 Nova

#### Daily driving street performance specifications

Drivers Side	Passenger Side
5 degree's positive Caster	5 ½ degree's positive Caster
0 to ½ degree negative Camber	0 to ½ degree negative Camber
Toe-in 3/32 Total	Toe-in 3/32 Total

#### Aggressive alignment specifications

Drivers Side	Passenger Side
5 ½ degree's positive Caster	6 degree's positive Caster
½ to 1 degree negative Camber	½ to 1 degree negative Camber
Toe-in 3/32 Total	Toe-in 3/32 Total

#### Original alignment specifications for reference purposes only (Do not use these specs)

Drivers Side	Passenger Side
½ degree's positive Caster	½ degree's positive Caster
¼ to ½ degree positive Camber	¼ to ½ degree positive Camber
Toe-in 1/8 Total	Toe-in 1/8 Total

### 70-81 Camaro and 94-96 Impala

#### Aggressive alignment specifications

Drivers Side	Passenger Side
5 degree's positive Caster	5-1/2 degree's positive Caster
-.25 to -.5 degree negative Camber	-.25 to -.5 degree negative Camber
Toe-in 1/32 Total	Toe-in 1/32 Total

#### Original alignment specifications for reference purposes only

Drivers Side	Passenger Side
3.25 degree's positive Caster	3.75 degree's positive Caster
0 degree positive Camber	0 degree positive Camber
Toe-in 0 Total	Toe-in 0 Total