

P/N: 1110
Tubular Upper A-Arm
1966-1970 Chrysler B-Body
Charger, Super Bee, Road Runner, GTX
1970-1974 Chrysler E-Body
Cuda, Challenger



**Thank you for your purchase from our new line of B & E-Body parts.
Please call us at (877) 4NO - ROLL if you have any questions
regarding the service or installation of your Hotchkis products.**

Before You Start:

Please read the entire manual before starting. Most pictures shown are of the driver side a-arm. Please perform the same procedure for the passenger side.

1. Raise Vehicle

Raise the vehicle and put it up on jack stands. You may also use a 2-post or 4-post lift.



2. Remove Stock Arms

Remove the front wheels and uninstall the stock upper A-Arms.

3. A-Arm Relocator

Place the A-Arm Relocator into place as shown below. The Relocators are only installed on the forward mounting point. **(NOTE: Picture is showing Passenger side)**



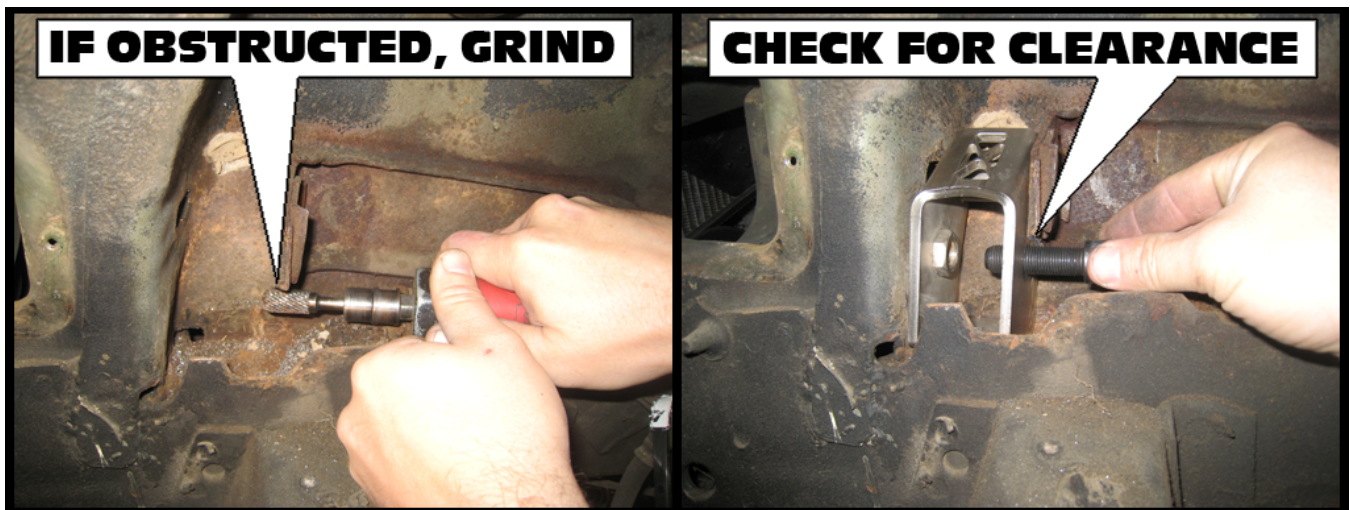
4. Check for Bolt Clearance

In some instances, we seen clearance issues for the Relocator bolt. Check to see if the hole that is used to connect the A-Arm is clear. **(NOTE: Pictures below shows the Driver side)**



5. Grind if Necessary

If anything is in the way, grind it down and recheck clearance. Repeat until bolt fits.



6. Install A-Arm Relocators

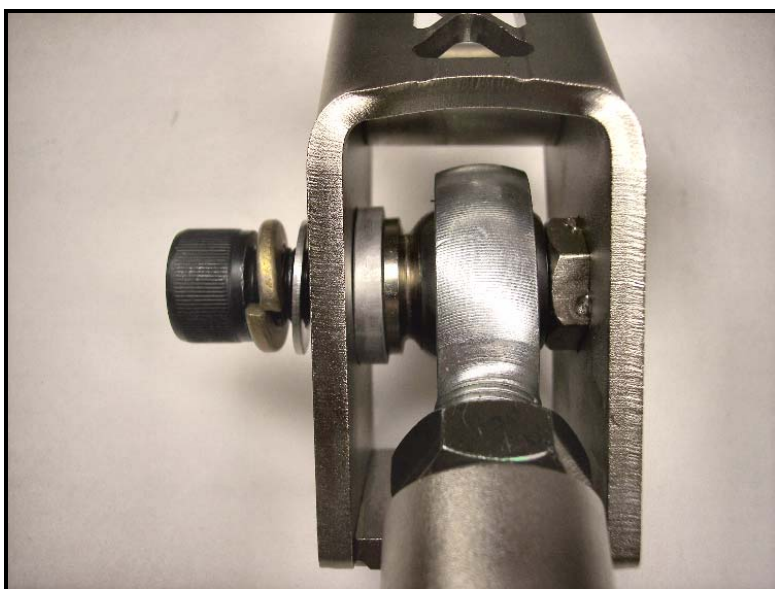
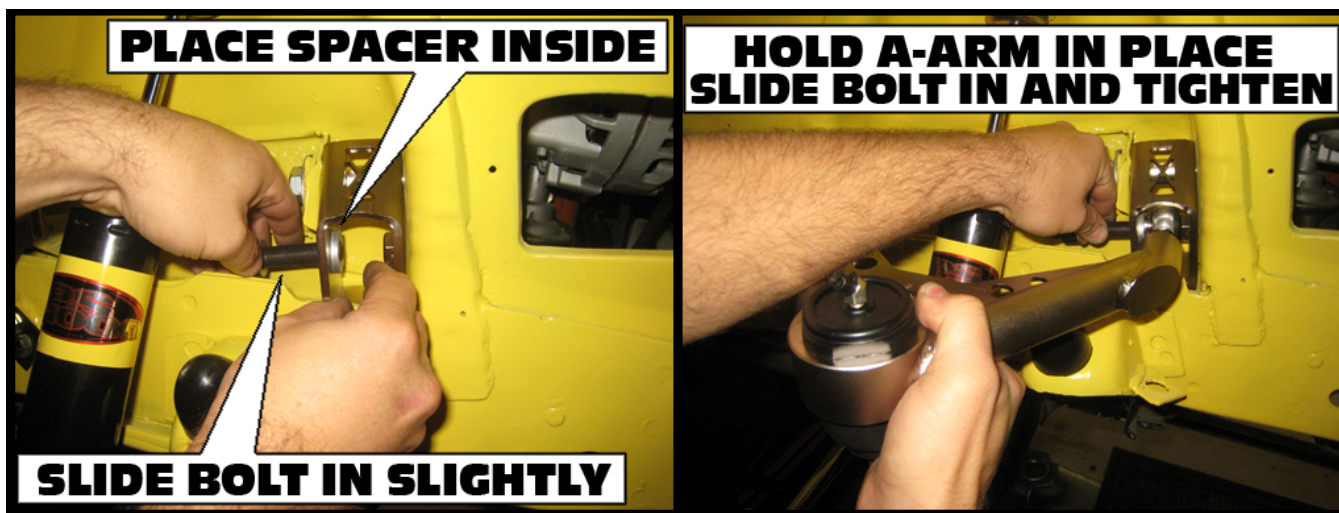
Slide the stock camber bolt w/washer through the top hole of the A-Arm Relocator. The other end will end up inside the engine bay. Install the washer and nut snugly, but do not fully tighten. You will need to induce some preload to position the Relocator properly. You can do this by rotating the camber bolt clock wise until you feel resistance. The Relocator should position itself snugly onto the frame. Fully tighten the camber bolt by tightening the nut side keeping the bolt static.



Picture shows passenger side

7. Install A-Arm Front Mount

Use hardware kit 17101 and install the split lock washer & AN washer onto each 1/2" socket-head bolt. Included in you're A-Arm kit will be an assortment of aluminum spacers with varying thicknesses. Grab one 0.185" spacer for each Relocator. **NOTE: If your mount came pre-assembled by Hotchkis, please use the spacer that was installed on the mount.** Insert the socket-head bolt slightly into the bottom hole of the A-Arm Relocator just enough so you can rest the spacer on the tip of it on the inside of the Relocator as shown below. Next, slide the A-Arm into place, slide bolt all the way through, then fully tighten to **35-40 ft-lbs**. See bottom picture for full detail.

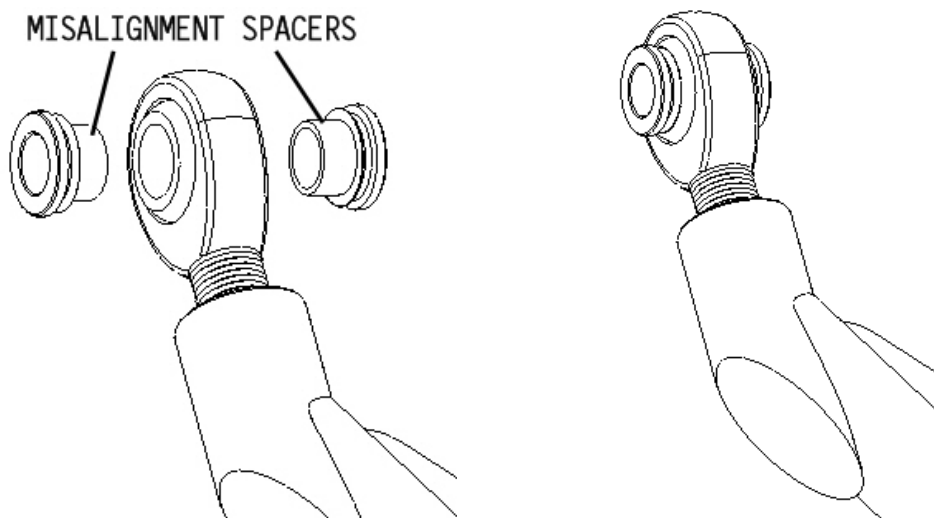


Passenger side shown here

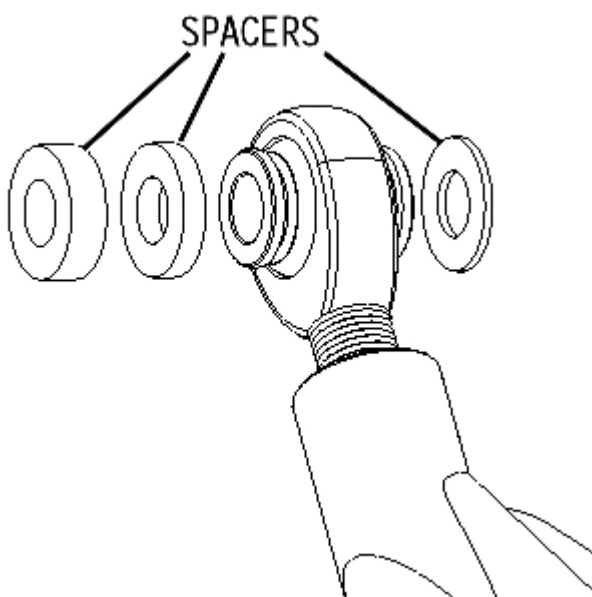
**Stack Up: 3/8" bolt---Split Lock washer---AN Washer---Relocator---
Spacer---Misalignment Spacer---Heim Joint**

8. Install Other Side of A-Arm

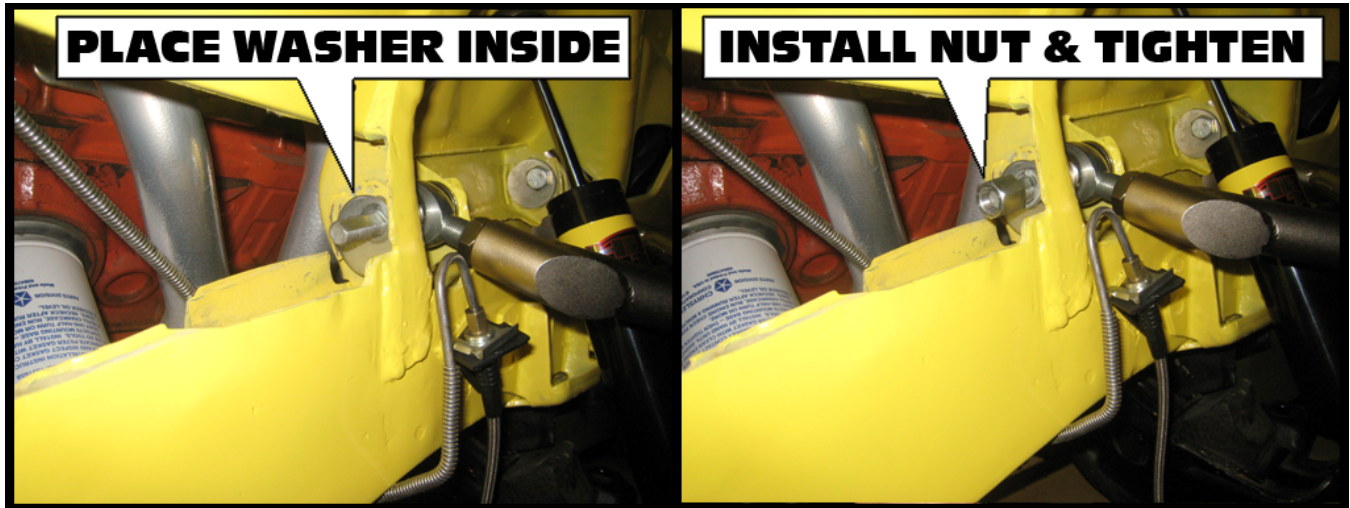
The trailing end of the A-Arm will be bolted into the stock mounting hole. Install 2 misalignment spacers.



Position the A-Arm so that the other heim joint is lined up with the mounting hole. You will notice there will be gaps on each side of the joint. You will need to add spacers (included in your kit) to take up the gaps. These gaps are not consistent from car to car so you will have to use the appropriate thickness spacers on each gap. You may have to use combinations of varying thicknesses to achieve proper gaping. See below as an example.



Once the proper spacer arrangement is achieved, insert the camber bolt through the stock mount hole and the other end will end up in the engine bay. Install the camber washer and nut. Adjust the bolt so that the bolt is in the center of its adjustment. Fully tighten nut for now. This will be adjusted once you get an alignment.



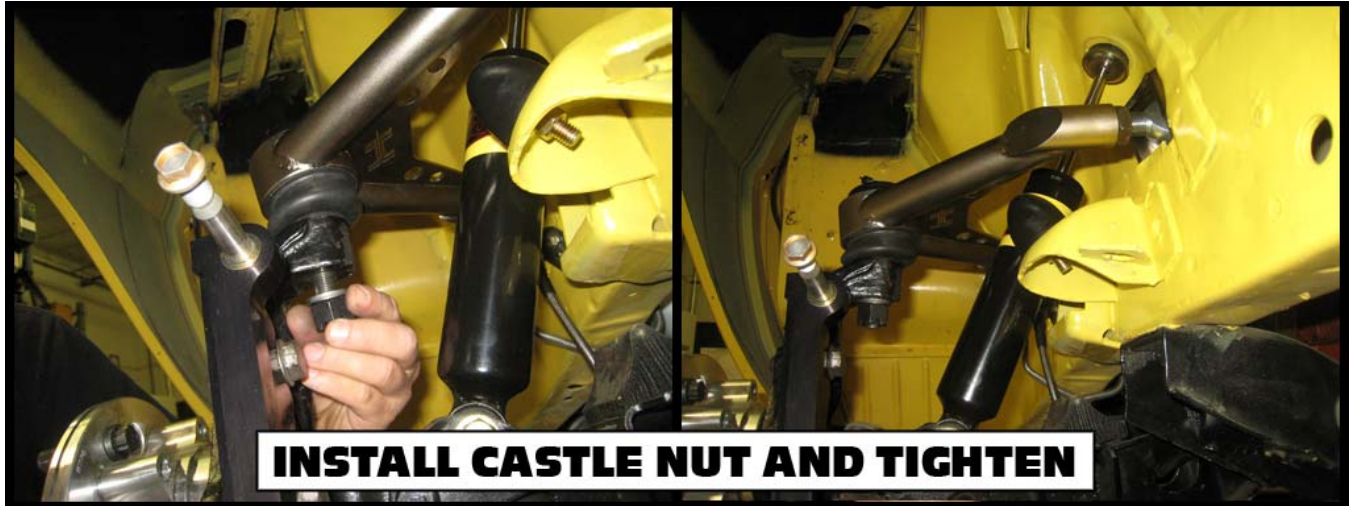
9. Connect A-Arm to Spindle

Lift the A-Arm and lineup the ball joint stud to the hole in the spindle and slide the stud in.



10. Install Castle Nut

Install the castle nut to the other end of the ball joint stud and tighten until there is clearance for the cotter pin to be inserted into the ball joint stud.



11. Install Cotter Pin

Install the cotter pin. Twist and cut as needed to ensure it stays in place.

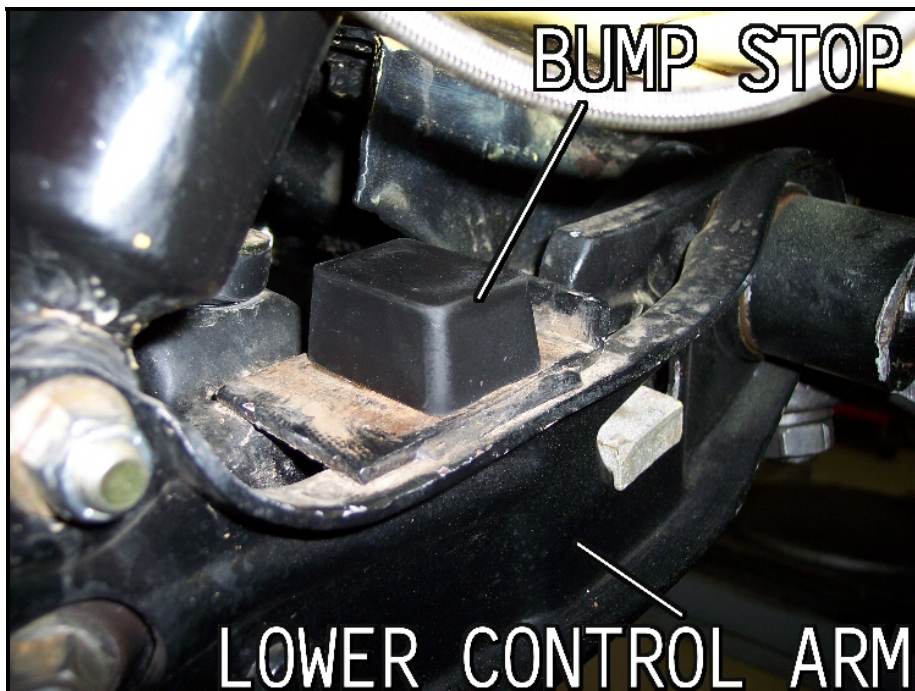


12. Install Bumpstops and Droopstops

Remove the stock droop stop and install the included Hotchkis “bullet” Shaped version.



Remove the stock bump stop and install the included Hotchkis “Rectangle” Shaped version.



13. Repeat the steps for the other side and you're done! Have an alignment shop align the front end. This may require some disassembly of the heim joint mounts to gain proper alignment. Recommended performance specs:

Static Camber = 1° negative

Caster = As much positive caster as possible, as long as both sides have the same spec.

