

PART NO. 92748/92749, 92750/92751

SPC PERFORMANCE

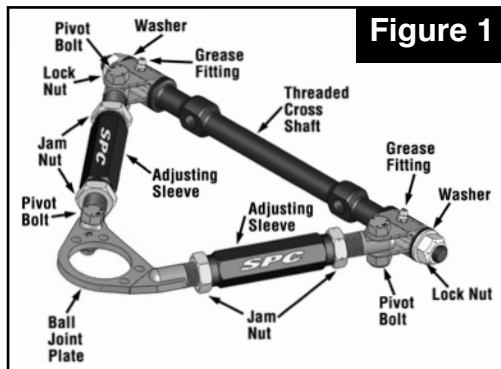
C4 CORVETTE ADJUSTABLE UPPER CONTROL ARMS

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

#92748 (RIGHT) / #92749 (LEFT) 1984-87 C4 CORVETTE
RACING STYLE UPPER CONTROL ARM

#92750 (RIGHT) / #92751 (LEFT) 1988-96 C4
CORVETTE RACING STYLE UPPER CONTROL ARM

The arm accepts standard **C4 Corvette Ball Joint – Part No. 94007**, or equivalent.



Determining Arm Orientation:

Each control arm is made side-specific by changing the orientation of ball joint plate. Welded stud on ball joint plate should always be positioned towards front of vehicle. To change orientation, loosen jam nuts and pivot bolts and fully unthread adjustment sleeves, flip arm and ball joint plate and then reassemble. Longer adjustment sleeve is intended to be put on side with welded stud. If further adjustment is needed, lightly tighten pivot bolts and see **Adjusting the Arm** section, otherwise torque pivot bolts to **60 lb-ft [81.3N-m]**.

Setting Cross Shaft Endplay: Arms have been preassembled with no pre-adjustments. At the

time of installation, you will adjust cross-shaft endplay as follows.

1. Ensure pivot bolts are assembled loosely
2. Tighten locknuts on each end of cross shaft with hand tools until there is no detectable play between washer and pivot assembly (do not overtighten, it is **CRITICAL** that locking nuts are not torqued beyond zero-end play)
3. Pivot arm vertically to confirm it pivots freely on cross shaft but does not exhibit end play / horizontal movement

Adjusting the Arm: To make alignment or fitment changes, slightly loosen the 3 pivot bolts. Loosen jam nuts on either side of both adjusting sleeves (nuts closest to cross shaft are left-handed threads and are marked with notches). Make the needed adjustments by rotating the adjustment sleeves which will lengthen or shorten the arms. Once the desired alignment has been achieved, retighten jam nuts and torque each pivot bolt to **60 lb-ft [81.3 N-m]**.

NOTE: There should never be more than 1" of threads showing past the tightened jam nuts on either side of adjustment sleeves. Different length adjusting sleeves are available if your application requires it.

Greasing Arm Pivots: Before operation, control arm pivots need to be greased using an appropriate/approved grease. Make sure to check and grease these pivots often. SPC requires a grease which meets the following standards - NLGI #2, Grade LB with 3-5% Molybdenum Disulfide. Visit SPC's FAQ section online for more information.

Always check for proper clearance between suspension components and other components of vehicle through entire range of suspension travel.



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