

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.**



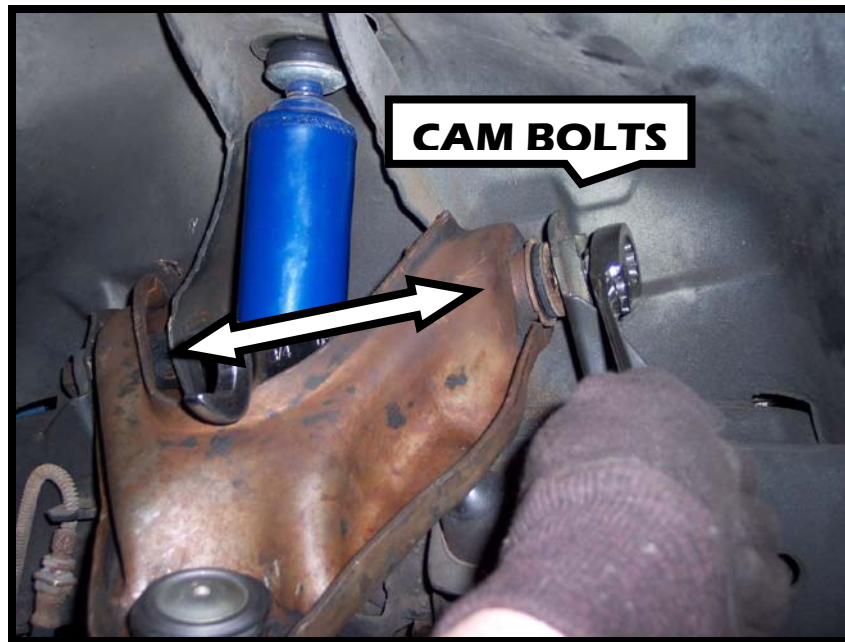
2. **Remove the cotter pin from the ball joint and loosen the castle nut.**
NOTE: Do not completely remove the castle nut. Loosen the nut until it reaches the end of the bolt.



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.**



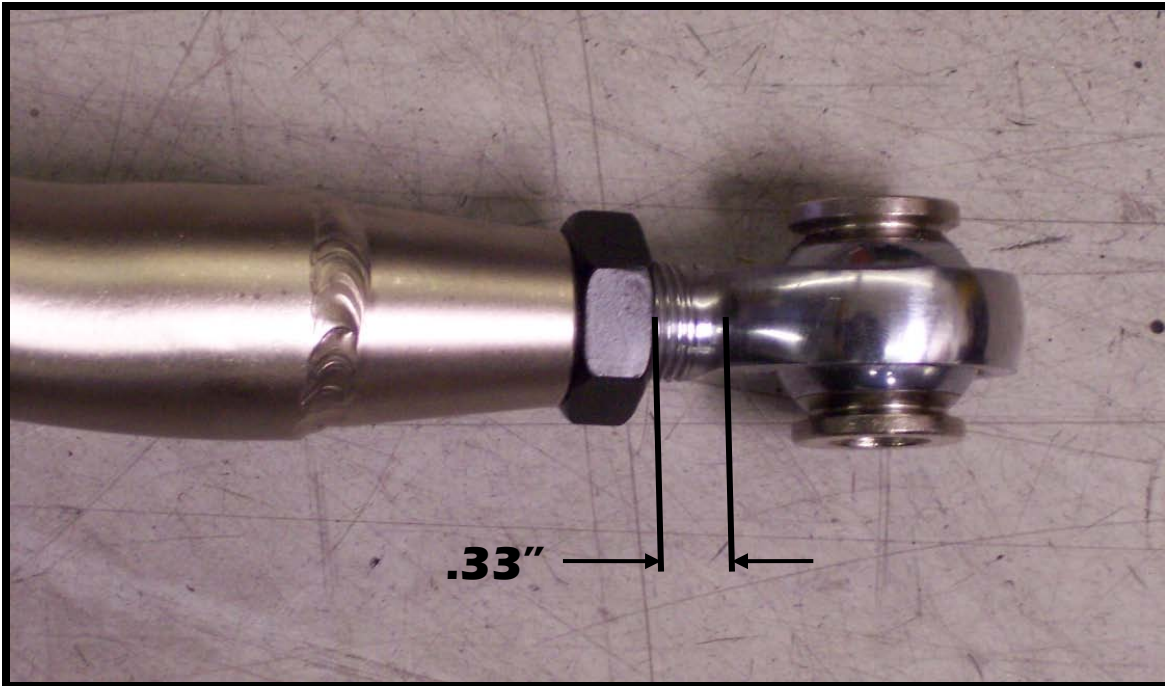
4. Support the suspension with a floor jack to relieve the pressure from the castle nut. Remove the castle nut.
5. Unbolt the two cam bolts where the A-Arm is connected to the frame.
NOTE: Be sure to mark the cams on the bolts so you can get them back in the right place when you install them.



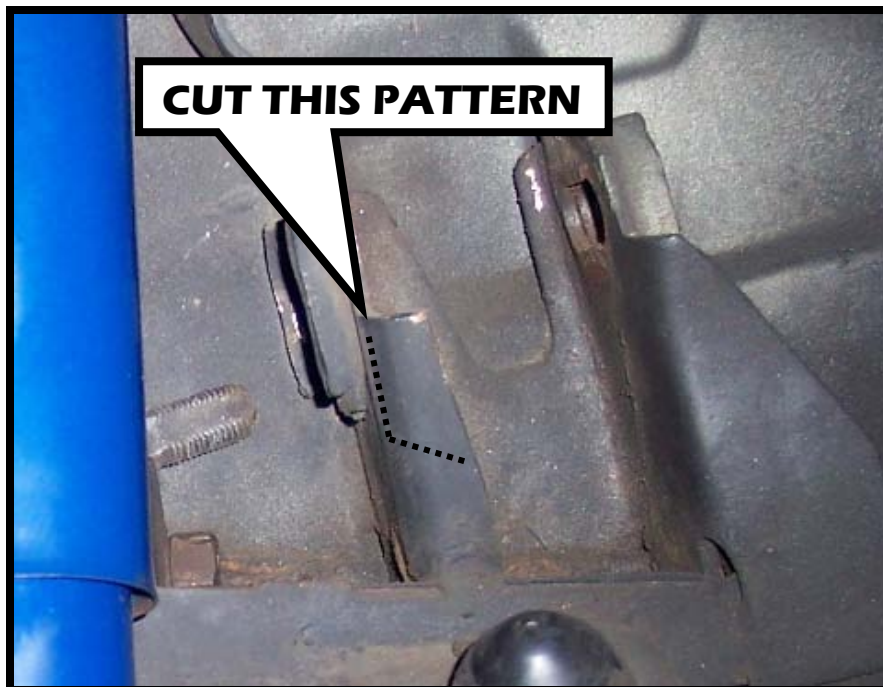
6. Remove stock A-Arm.



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



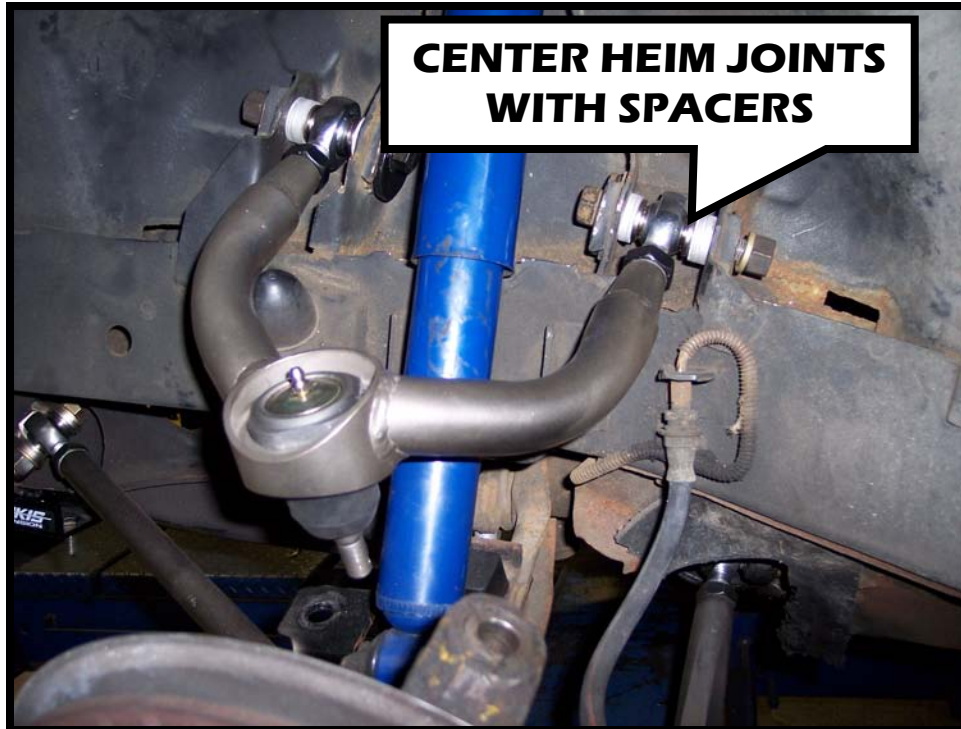
8. Before the new A-Arms can be installed part of the front mounting bracket shown will need to be cut slightly to allow for clearance of the new arms.
NOTE: This is the FORWARD mounting bracket.





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:
CAMBER:	negative -1° to -1.5°	negative -2° to -3°
CASTER:	positive +6° to +7°	positive +8° or more
TOE:	1/16" TOE IN	1/16" TOE IN to 0° EVEN TOE

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

14366, 14385

Adjustable Strut Rods

67-76 Chrysler A-Body

1966-1970 Chrysler B-Body

1970-1974 Chrysler E-Body



Before You Start:

Please read the entire manual before starting. Most pictures shown are of the passenger side strut rod. Please perform the same procedure for the driver 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. Disconnect the Front Sway Bar

If your car has a front sway bar, disconnect the front sway bar ends that attach to the lower control arms.

3. Disconnect the Strut Rod From the K-Member

Undo the strut rod nut accessible from the front of the K-member. You may discard this hardware.

4. Disconnect Strut Rod From Lower Control Arm

In order to get the stock strut rod out, you will need to shift the lower control arm toward the rear of the car to gain more room. First undo the nut securing the strut rod to the lower control arm. Retain this nut for reinstallation.

Loosen the torsion bar tensioner bolt located on the bottom of the lower control arm to relieve the load from the torsion bar.

Next, loosen and remove the main nut securing the lower control arm to the k-member.

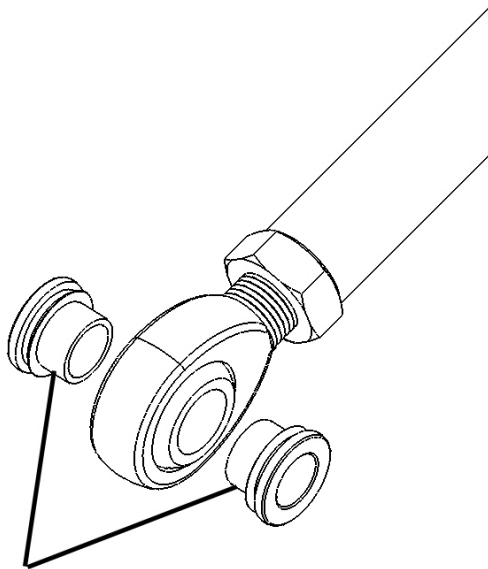
There is a snap ring at the rear end of the torsion bar that keeps it from moving back. Remove the snap ring and shift the torsion bar 3-4" towards the back.

You should be able to shift the lower control arm slightly towards the back allowing you to pop out the strut rod end out of the lower control arm hole.

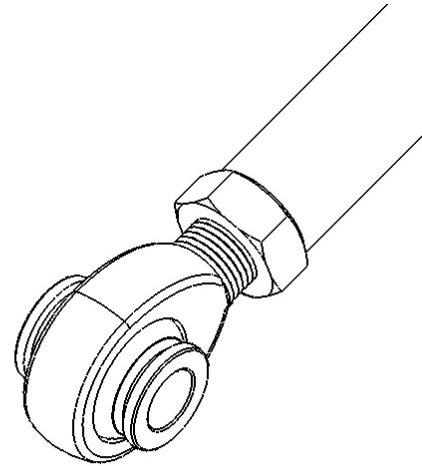
The stock strut rod should be free from the vehicle.

5. Install Clevis Assembly onto Strut Rod

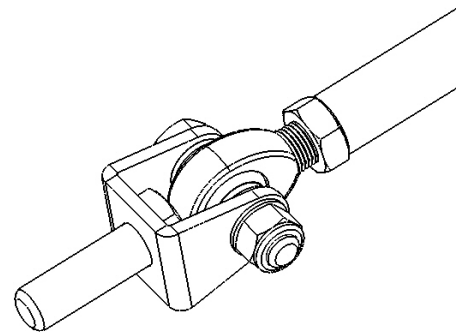
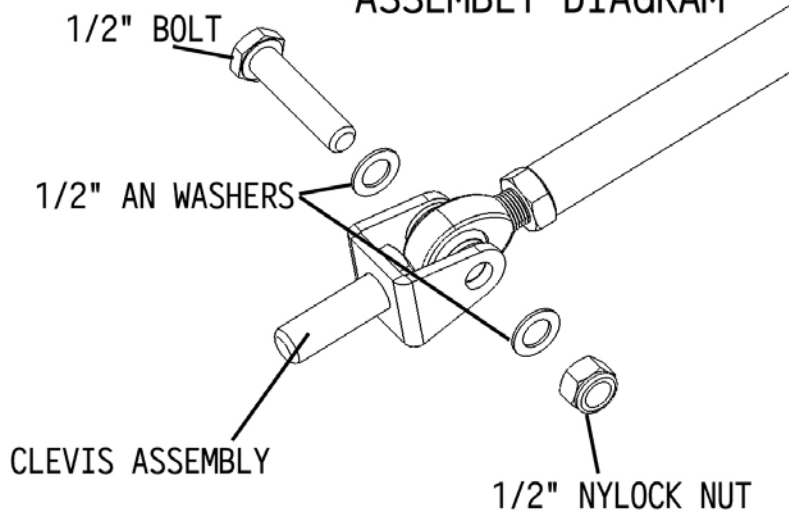
Install 2 misalignment spacers onto the heim joint. Insert the ½" bolt, washers and nuts onto the clevis assembly attaching the clevis to the heim joint. Fully tighten the ½" bolt



MISALIGNMENT SPACERS



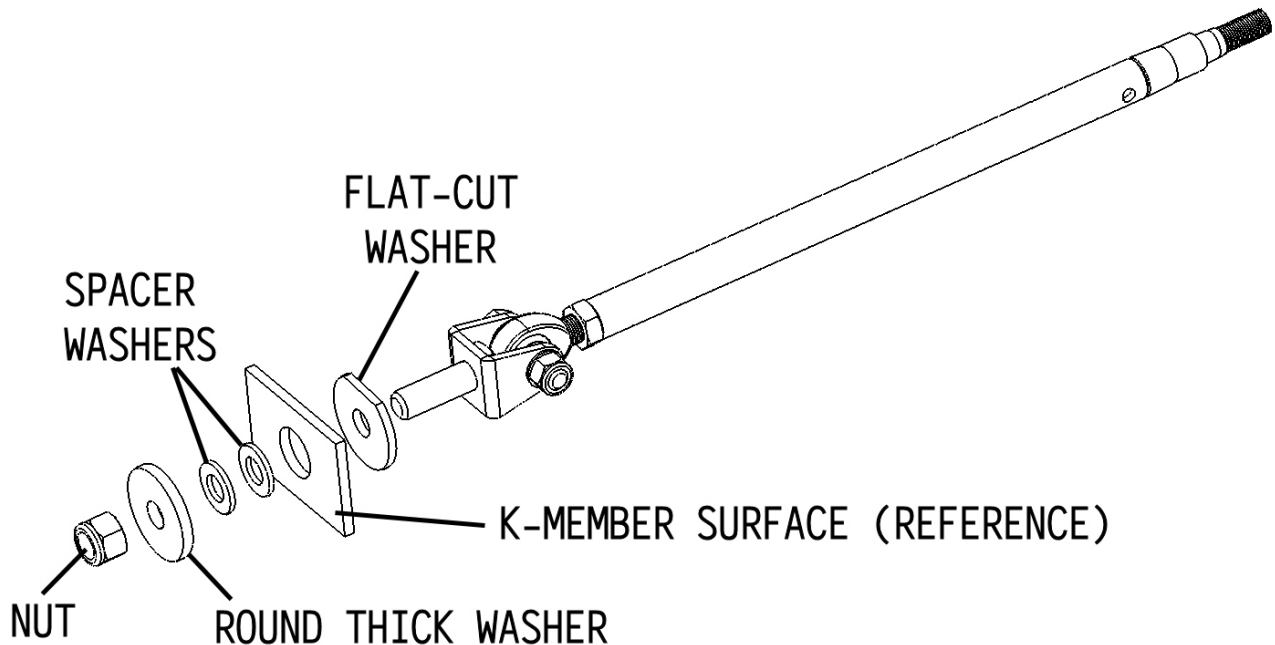
ASSEMBLY DIAGRAM



6. Install the Strut Rod

We'll start by bolting in the front end first. Following the diagram below to see the order of parts.

ASSEMBLY DIAGRAM



Install the large flat-cut washer onto the clevis stud and insert the front mount into the k-member hole.

If needed, rotate the flat-cut washer to alleviate any clearance issues with the sheet metal.

You will notice that the k-member hole is much larger than the clevis stud. This is ok, since you will be inserting 2 spacer washers from the front side of the k-member to take up the gap. The spacer washers will fit inside the k-member sheet metal.

Once the spacers are in place, install the large round washer and 5/8" nylock nut.

Moving on to the rear mount, insert the rear stud into the lower control arm hole. Do not install the stud nut at this time.

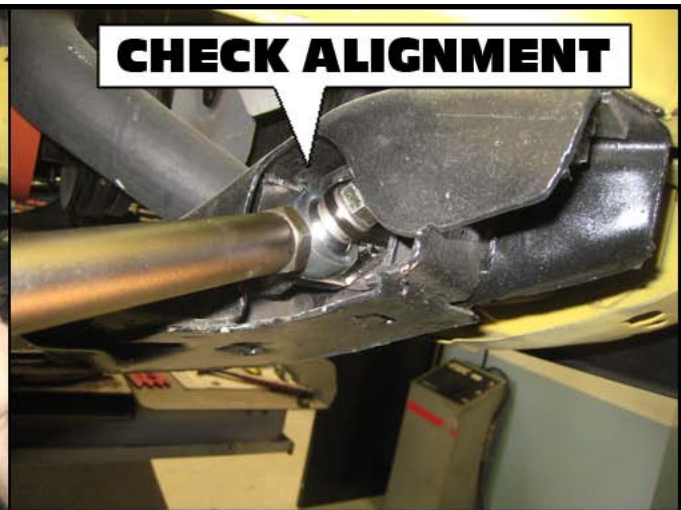
Reinstall the lower control arm back onto the k-member. Push the torsion bar forward and insert it into the lower control arm pin hex.

Next rotate/thread the strut rod body in or out to a desired length. You can dial in more positive caster by shortening the strut rod. Do not over extend the strut rod past the recommended length (see diagram below). Fully tighten the rear strut rod nut.



Center the heim joint so that it is not twisted one way or another. Tighten the heim joint jam nut.

Fully tighten the front strut rod 5/8" nut you installed earlier. To avoid spinning the clevis while tightening, use a pry bar to hold the clevis.



Restore torsion bar snap ring. Adjust the torsion bar tensioner back to where it was for proper pre-load.

7. Repeat on Drivers Side

Repeat the steps on the driver's side and you're done!



16385

Steering Tie Rods

1967-76 Chrysler A-Body



Before You Start:

Please read the entire manual before starting. These steering tie rods were designed to reduce weight, provide rigid steering feel, and allow for shimming for reducing bump steer. We highly recommend using our (P/N:1110) Upper A-Arms in conjunction with your Hotchkis steering tie rods for maximum suspension geometry and performance.

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 Steering Tie Rods

Remove the left and right stock steering tie rods from the vehicle. A big hammer is your friend in removing the ball joint studs from center link and spindle. A pickle fork may be needed if they are really tight.

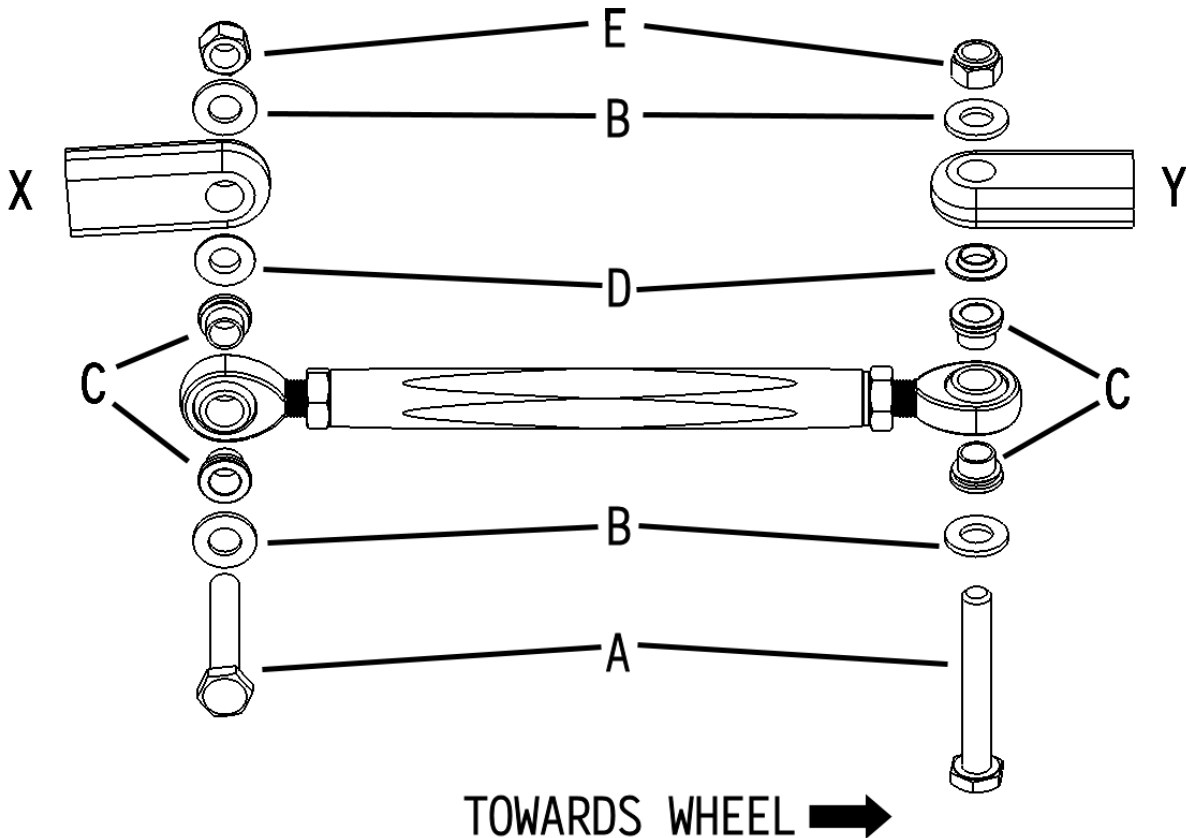
3. Set Initial lengths for the Hotchkis Tie Rods

With the stock tie rods off, measure the center to center dimension of each link. Spin the hotchkis turnbuckle so that the center to center dimension matches the stock part. This will be an initial setting. A front end toe alignment will be needed once the tie rods are in place.

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4. Install Hotchkis Steering Tie Rods

The diagram below shows the order of the parts. The generic pieces labeled X and Y represents the vehicle's center link and spindle consecutively. They are shown for assembly purposes and are not included in the kit.



- A) 1/2" x 3" hex bolt
- B) 1/2" SAE washer
- C) Misalignment Spacers
- D) Taper Adapter (note direction: tapered section inserts into tapered hole)
- E) 1/2" Nylock Nut
- X) Center Link
- Y) Spindle

5. Finishing Steps

Once the tie rods are bolted up, please have an alignment shop set your front toe setting. Hotchkis suggests 1/16" of TOE-IN.

Sport Sway Bar Kit 22385 67-72 Chrysler A-Body

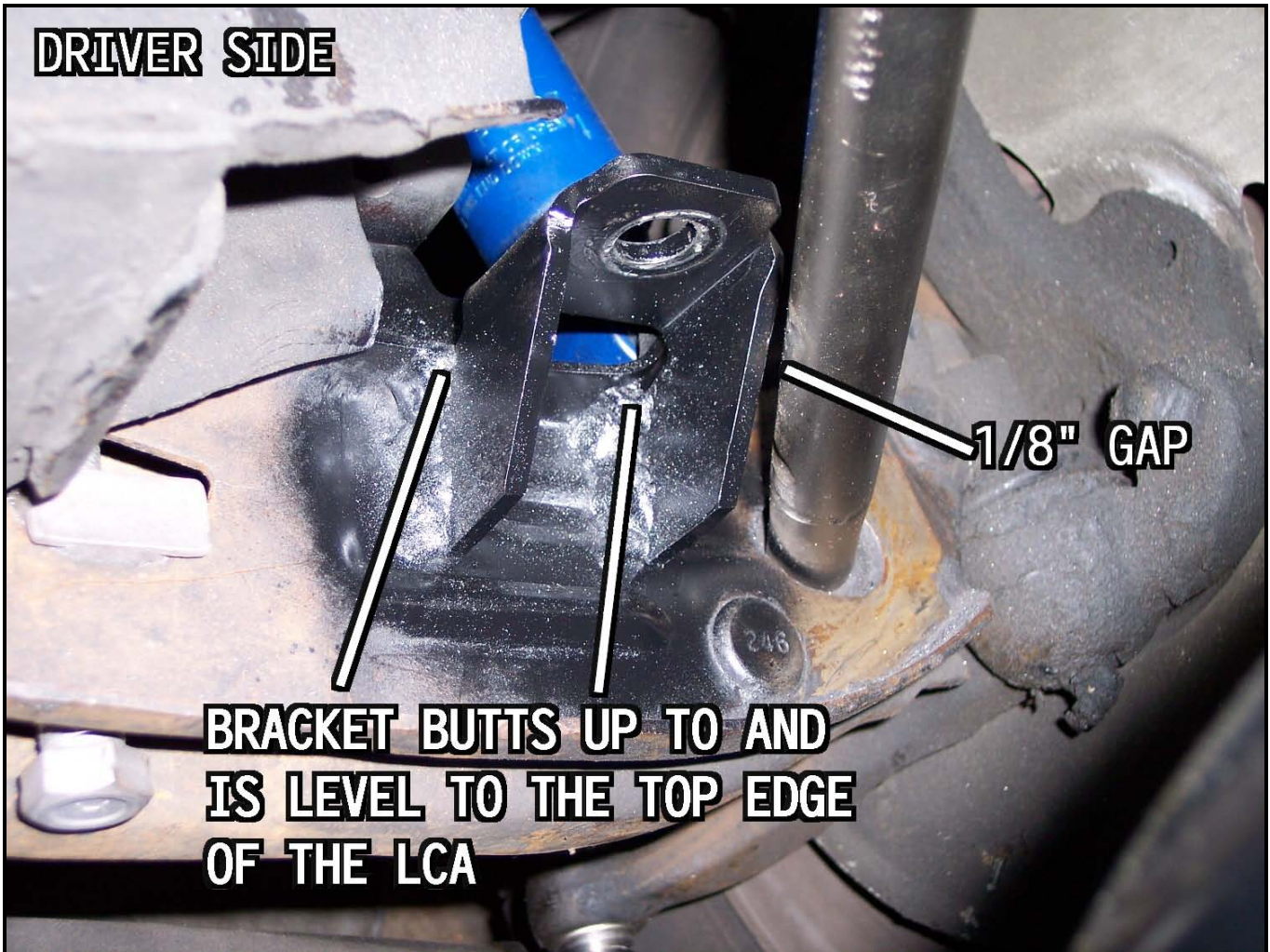
IMPORTANT: PLEASE READ THE ENTIRE INSTRUCTION MANUAL BEFORE STARTING THIS INSTALLATION.

Front Sway Bar Installation

- 1F Lift the vehicle and support. Wheels must be at ride height for end link, and bushing bracket mock-up, use of a flat alignment style rack, or drive-up ramps preferred.



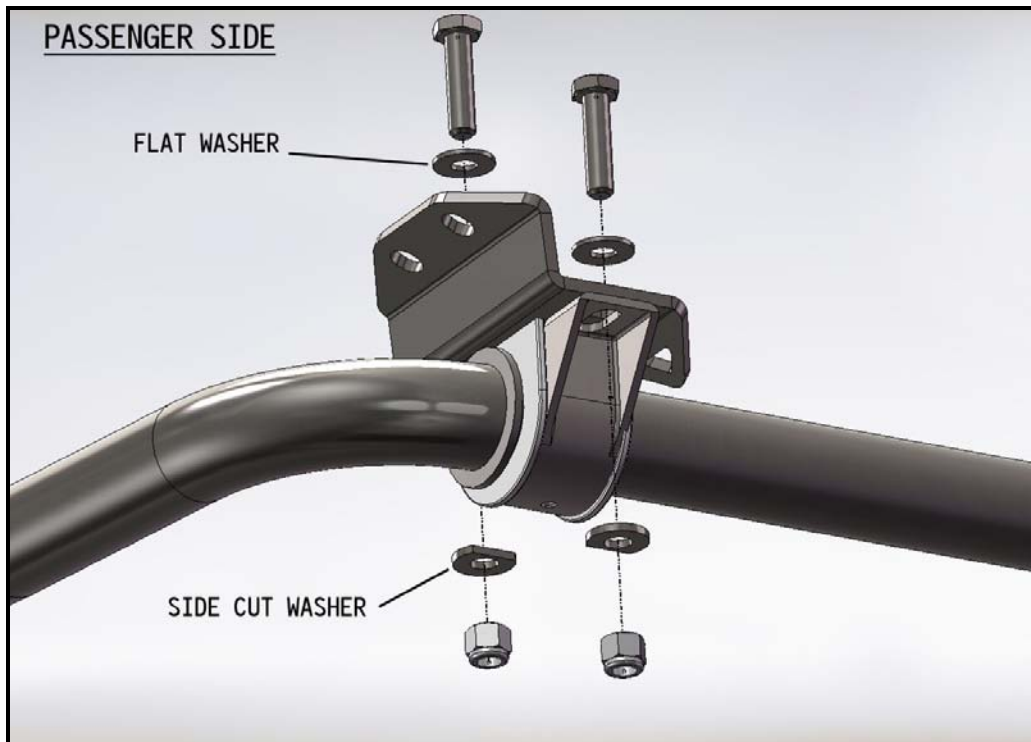
- 2F Clean all grease, dirt, or debris from front face of the lower control arm in preparation for welding on end-link brackets. Brackets are to be mounted level, and approx. 1/8" inboard of the strut rods (Hotchkis). Only tack weld in brackets at this time.



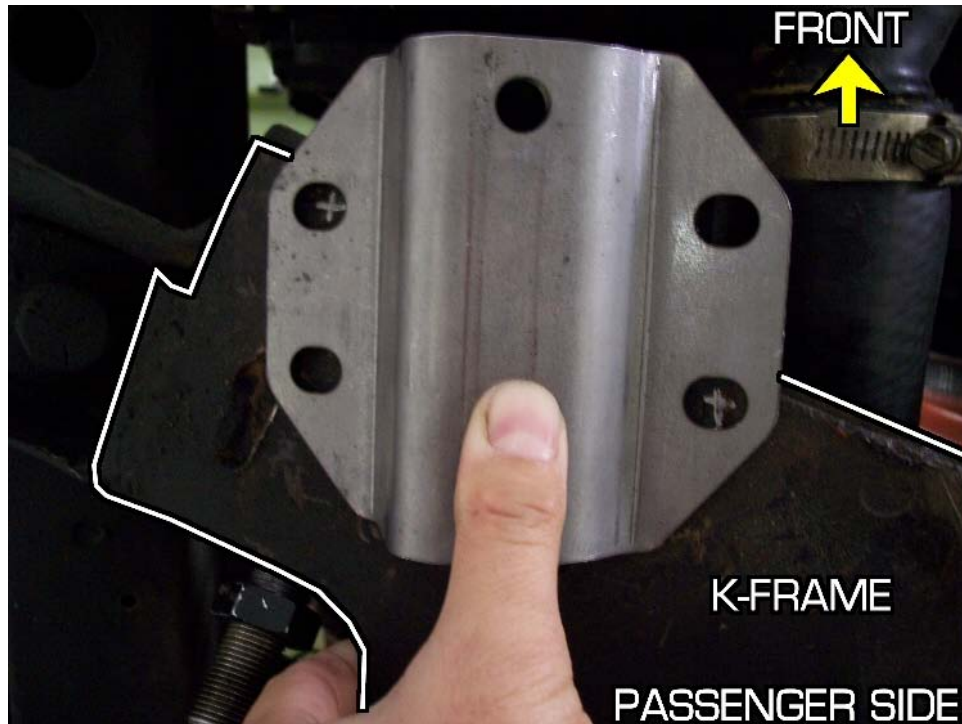
- 3F Attach sway bar end-links to the bar, LCA brackets, lift front of sway bar towards the frame, and support. (radiator support brace may need to be removed for clearance.) Verify that the end-links are vertical, and that the span between the end-link brackets match the width of the sway bar. (Uneven distance may be caused by worn, or damaged lower control arm bushings.) If modifications, adjustments, or repairs need to be made, perform them at this time before continuing with the installation. Replacement lower control arm bushings are available from Hotchkis (part #21366).



- 4F With end links attached, loosely install the sway bar bushings, brackets, and frame mounts to the inboard side of the sway bar centering rings. Lift sway bar, and position brackets and frame mounts evenly side to side, as well as fore & aft, to keep end links vertical. Clean and prep the surface of frame, and tack weld into position. See following steps.

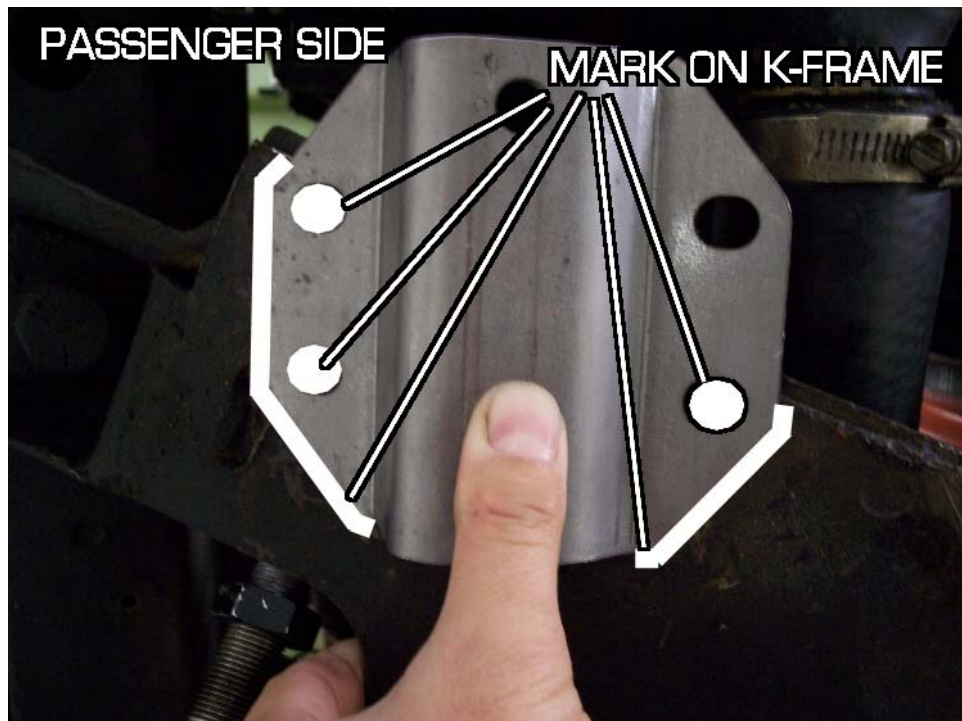


Position the entire assembly up to the K-member. The bracket should mate up to the k-member as shown below.



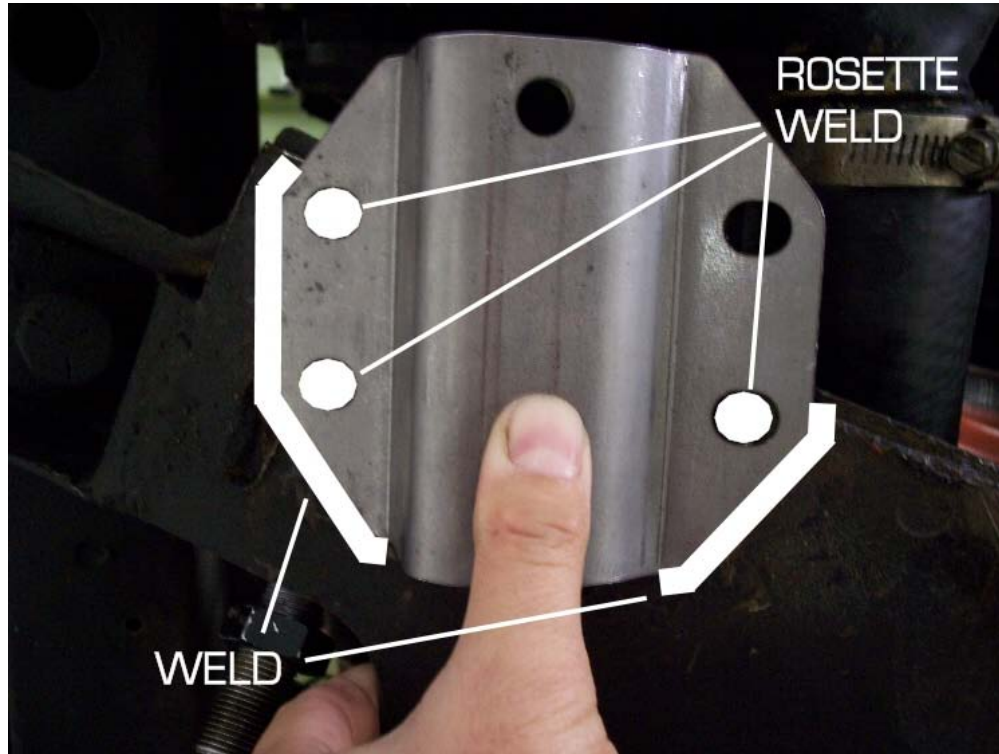
(Picture shows bushings, brackets, & bar removed for clarity purposes.)

Use a paint marker to mark where the holes are as well as the outer edges that mate with the k-frame. (Picture shows bracket disconnected from the sway bar for clarity purposes.)



Once the k-frame is marked, use an angle grinder with a sand paper attachment to remove all of the paint and grime on the areas previously marked. What we are doing is cleaning the area that is going to be welded.

Reposition the bar back onto the k-frame so the mounting bracket is sitting flush with the k-frame. A jack does a good job of holding the bar in place for you. You will now weld the bracket to the k-frame. The best way to start is to tack weld a couple of spots around the bracket. Once the brackets are secure, unbolt the D-shaped bushing bracket and end links to get the bar out of the way. Finish welding a bead as shown in the picture below. Also weld up the holes creating a rosette weld.



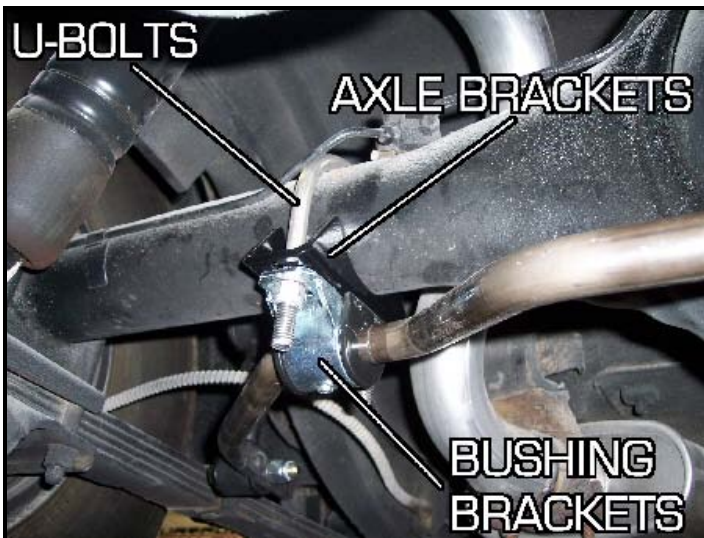
- 5F Grease sway bar bushings with supplied urethane specific grease, re-install sway bar, and end links, and completely tighten all hardware.

Rear Sway Bar Installation

- 1R First, make sure you do not have a 7-1/4 rear end. The axle tubes will be too small for this kit. The kit will fit all other rear ends with Ø3" axle tubes. Lift the vehicle, and support. Wheels must be at ride height for dog bone frame bracket mock-up. Use of a flat alignment style rack, or drive up ramps preferred.

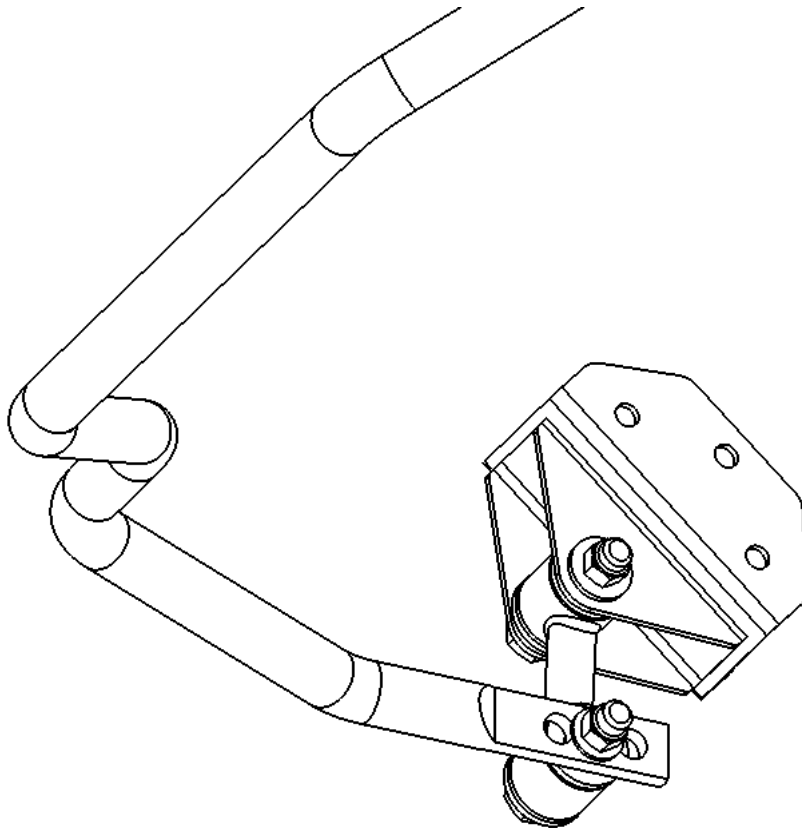


- 2R Loosely attach sway bar to diff. using the axle u-bolts, axle brackets, and sway bar bushings / brackets.



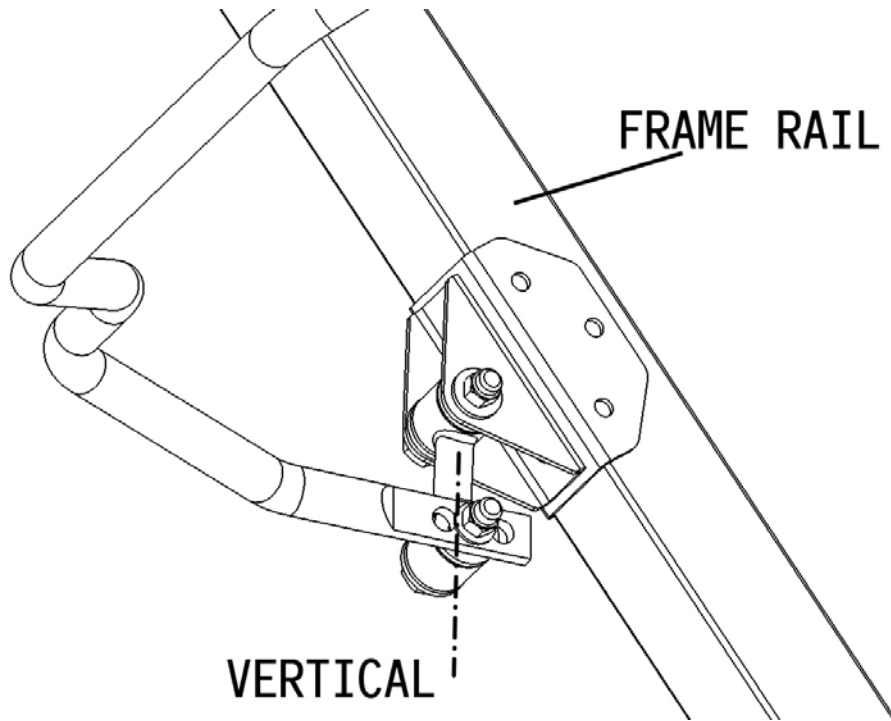


3R Loosely attach dog bones to middle hole on sway bar, and to frame brackets. Use hardware kit T1712.

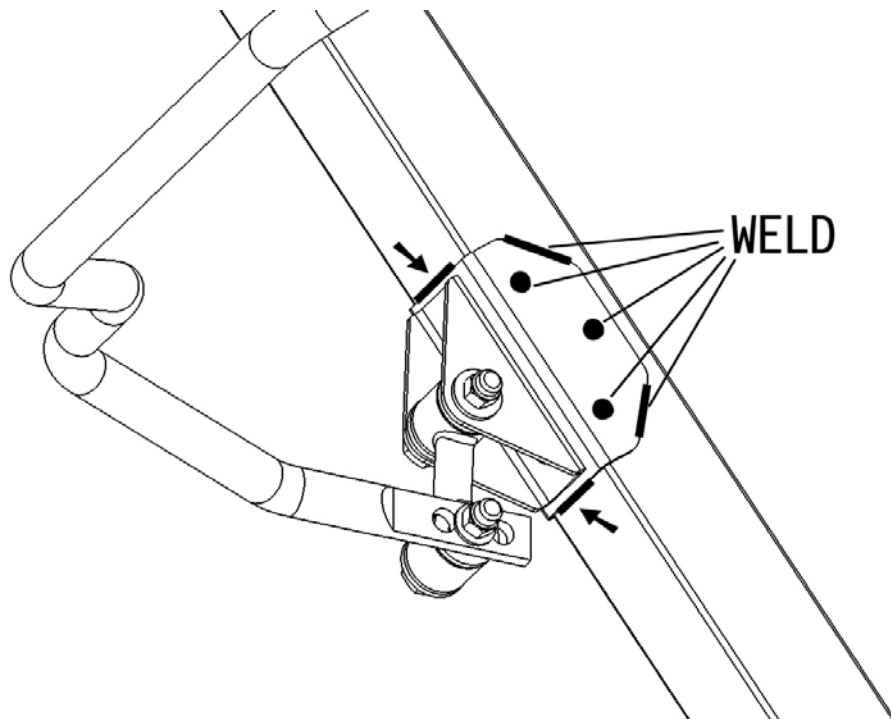


4R Rotate sway bar, and frame brackets up until they contact the frame rails. (Fuel lines, and parking brake cables may need to be loosened, and moved for proper placement of frame brackets, and can be re-installed when finished.)

- 5R Shift the bar side to side, and fore & aft in order to evenly align frame brackets, and so that the dog bones are vertical when attached to middle hole in sway bar.



- 6R Clean and prep surface, and tack weld frame brackets to frame rails.
- 7R Verify that brackets are aligned correctly, if not, make necessary adjustments at this time. Remove dog bones from frame brackets, and completely weld in frame brackets. Let cool, and paint surface to prevent rust.



- 8R Grease all bushings with supplied urethane specific grease, re-install sway bar bushings, brackets, and dog bones. Evenly align sway bar so that dog bones are vertical, and completely tighten all hardware.

24385
*Leaf Spring
Installation Instructions*



Thank you for your purchase of this Hotchkis Performance product. Your Leaf Spring 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.

LEAF SPRING INSTALLATION

- 1. Using a jack or lift, raise the rear of the car slightly to relieve the springs of stress.**

Note: Do not lift the car completely off the ground.

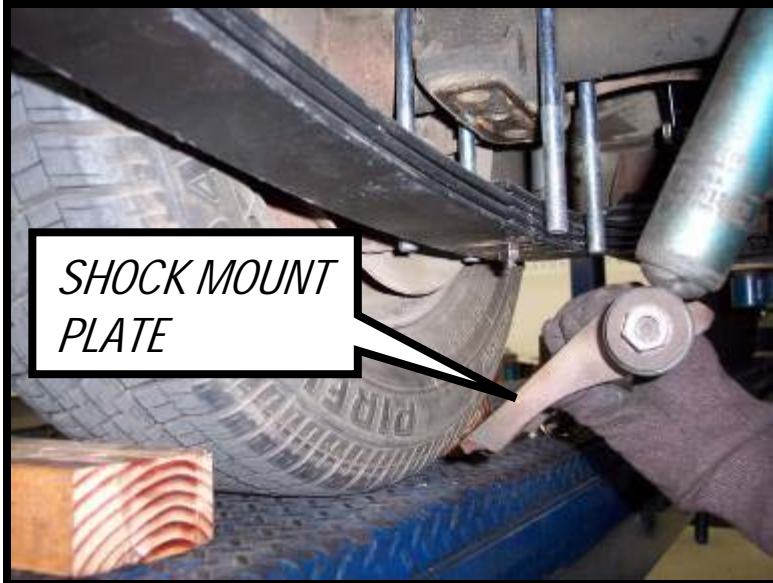
2. Remove the lower shock mount plate nuts.



3. Loosen the lower shock nut allowing the plate to pivot.



4. Now remove the lower shock mount plate from the U-bolts.



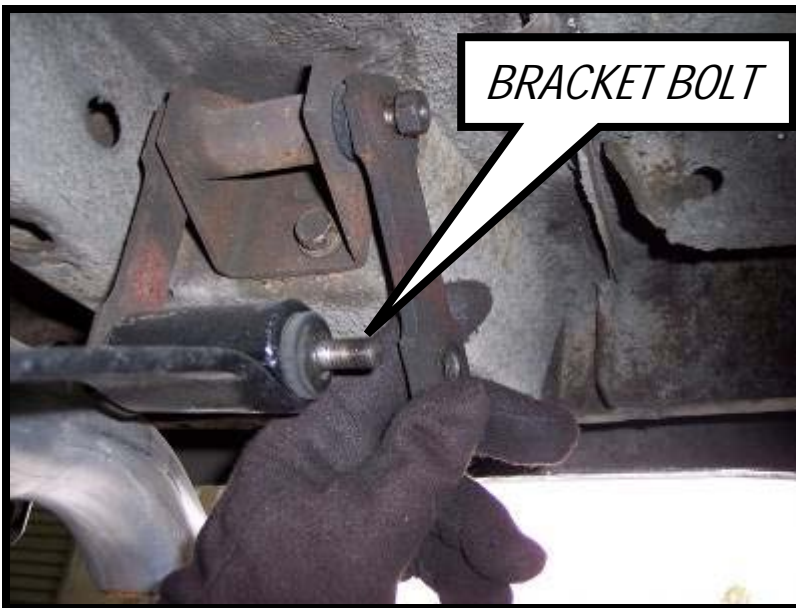
5. Loosen the two rear bracket nuts.
NOTE: Do not completely remove these nuts yet.



6. Support the spring with a stand and remove the 4 nuts on the front bracket.

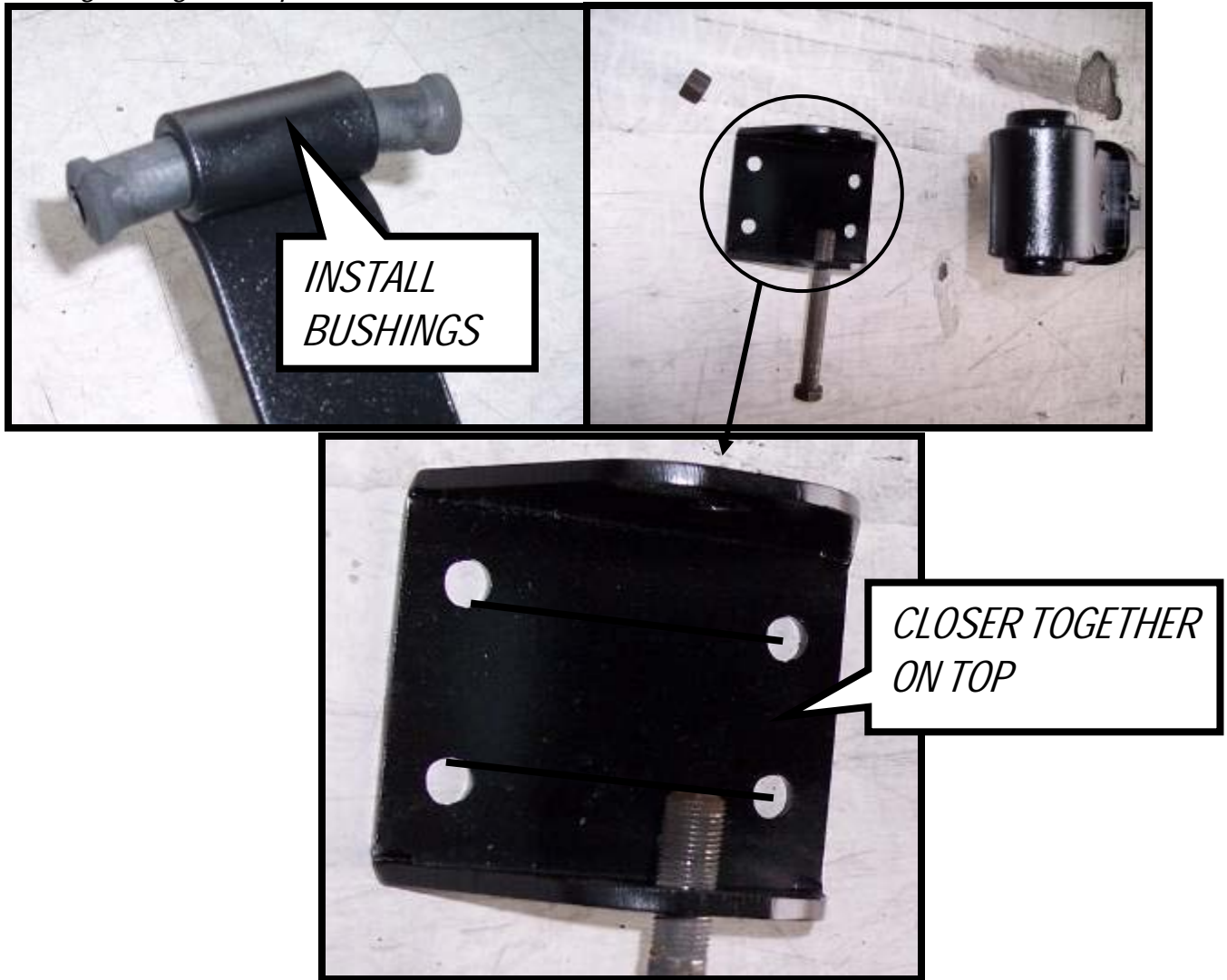


7. Now remove the lower nut on the rear bracket and slide the leaf spring off the bracket bolt.



8. **Install the new Hotchkis front bracket and bushings.**

NOTE: The front brackets have a top and bottom. The two holes that are closer together go on top.



9. **Install the new Leaf Spring by following these same steps in reverse order.**

NOTE: When tightening the lower shock mount bracket nuts, be sure the peg on the leaf spring lines up inside the hole on the axle mount.

