

Tubular Upper Control Arms

64-72 GM A-Body P/N 1102

70 - 81 GM - Body P/N 1106

Installation of Hotchkis Upper Control Arms

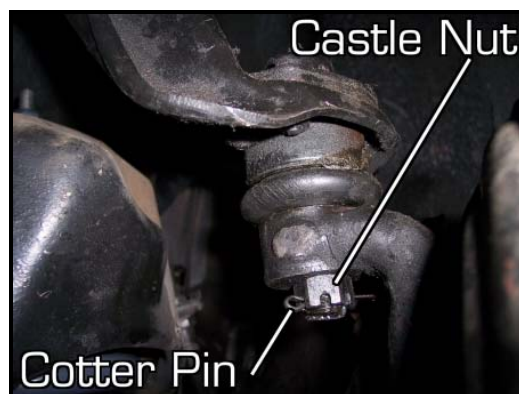
1 *Raising Vehicle*

Jack up the front end of the vehicle and secure with jack stands. Remove both front wheels.



2 *Loosen the Upper Ball Joint Nut*

Locate and remove the cotter pin. Loosen the castle nut a couple of turns. **DO NOT REMOVE THE NUT AT THIS TIME.**



3 ***Break loose the Ball Joint Stud***

The ball joint stud is press fitted into the steering upright. In order to break it loose, use a hammer and hit the steering upright near the stud. After a few hits the stud should pop loose. The castle nut is the only thing keeping the rest of the suspension from springing down, so do not remove the castle nut yet!

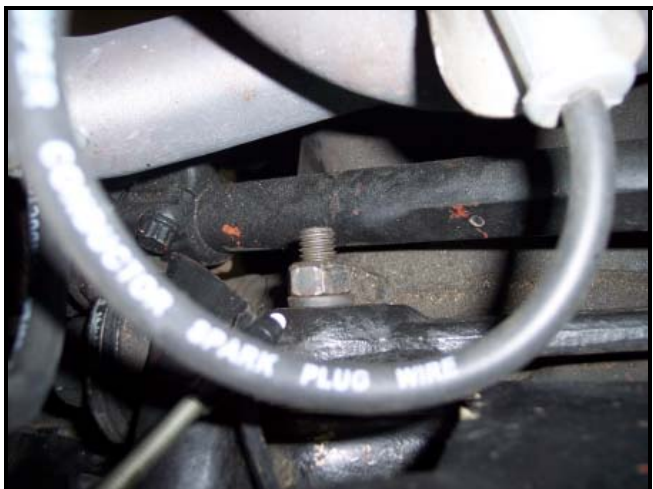
4 ***Detach the Ball Joint Stud Completely***

Place a floor jack underneath the front lower control arm to support the spring load. Once the load is off of the castle nut you can safely remove the nut and allow the ball joint stud to detach from the steering upright.



5 ***Detach the Upper A-Arm Cross Shaft***

The only thing left holding the a-arm in place is the cross shaft. There are 2 nuts that secure the cross shaft to the subframe. Loosen and remove these nuts. You will also need to pop the cross shaft bolts out in order to remove the a-arm completely.





6 ***Install Hotchkis A-Arms***

Install the Hotchkis a-arms in the same manner as stock removal. Reuse the stock nuts & bolts for the cross shaft. You're Hotchkis a-arm comes with a new castle nut and cotter pin for the upper ball joint. Make sure all fasteners are fully tightened before driving the vehicle.



7 ***Get an Alignment***

After this installation, you will need to get a professional alignment done. Recommended front alignment specs:

Camber: -1° to -1.5°

Caster: $+4^{\circ}$ to $+5^{\circ}$

Toe-in: 1/16"

Special Note for 1102 kits: At full droop (suspension hanging all the way down) **and** at full steering lock left or right, your tires may contact the a-arms slightly. This is nothing to worry about since the suspension does not experience this type of situation under normal driving conditions.