

1107**Tubular Upper A-Arms 67-69 Camaro/Firebird****Tubular Upper A-Arms:**

Your new Hotchkis tubular Upper A-Arms are stronger and more aesthetically pleasing than the original OEM control arms. The 4130 Chromoly offset Cross-Shaft helps with negative camber eliminating the need for excessive alignment shims. The A-Arms are equipped with durable Delrin bushings that are designed to rotate independently of the arm and inner sleeve, which dramatically increases the bearing surface and ensures longer bearing life. Since your getting rid of the stock rubber bushings in place of the stiff Delrin bushings, handling and steering response is dramatically enhanced. Your Hotchkis A-Arms are also equipped with aluminum caster shims, which allow you to have stock caster or increase the caster angle by +1.25° over stock.

Your Hotchkis A-Arms are 100% bolt-on. If you have not done so already, we suggest using our Tubular Lower A-Arms (Kit #1109) in conjunction with the uppers to maximize your vehicle's handling and response.

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



2. Remove the wheels

Remove both front wheels



3. Loosen the Upper Ball-joint Castle Nut

Pull the cotter pin out using a pair of dikes or pliers. Loosen but do not remove the castle nut securing the upper ball-joint to the spindle.

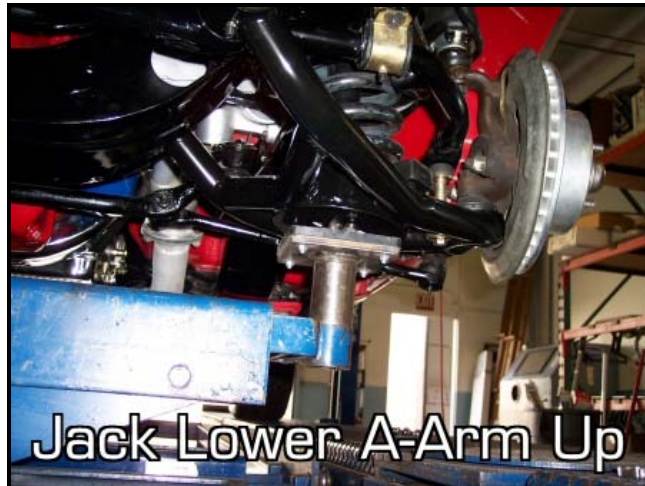


Smack the spindle mount to break loose the ball-joint stud from the spindle. The spindle should drop down and rest on the castle nut. Do not remove the castle nut yet!



4. Jack up the Suspension

Place a jack underneath the lower control arm and raise the suspension until just before the car begins to raise.

**5. Remove the Upper Ball-joint Castle Nut**

Push downward on the upper ball-joint and spin the castle nut off. The A-Arm is now loose from the spindle.



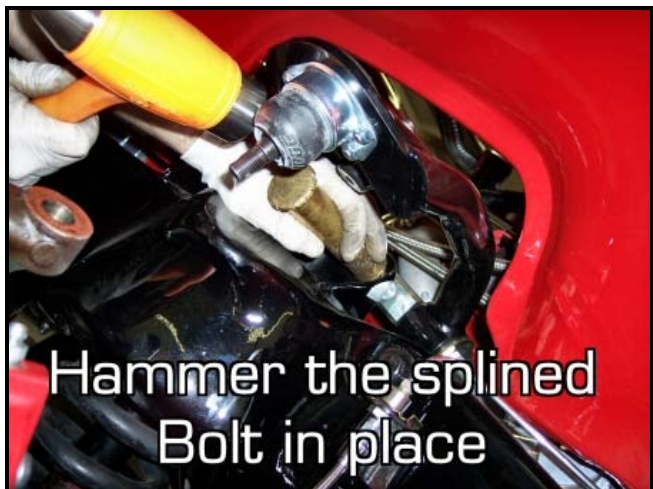
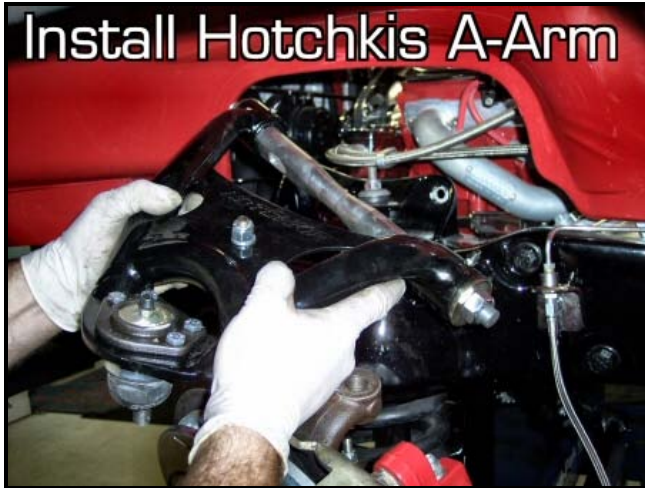
6. Undo the Inboard Mounts

There are 2 splined studs that holds the cross-shaft to the frame. First, remove the 2 stud nuts. The cross-shaft should be loose from the frame, however the splined studs may prevent you from removing the A-Arm due to engine clearance. Remove the splined studs by popping them outboard. You may need to use a small hammer or c-clamp to convince the stud to come out. Once the studs are out, you can remove the A-Arm completely.



7. Reinstall the Hotchkis A-Arm

Reinstall the Hotchkis A-Arm in the same manner as removal. Use the following pictures as a guideline.





8. Align Your Car

It is highly recommended that you get your car aligned by a professional after you install your Hotchkis A-Arms.

More Products for Your 1st Gen F-Body!

1109

Tubular Lower Trailing Arms

1404 (Convertibles Only)

Sport Cross Brace

1607

Tie Rod Sleeves

1906F (Big Block)

2" Lowering Sport Coil Springs

1907F (Small Block)

2" Lowering Sport Coil Springs

2207

Front & Rear Sport Sway Bar Set

2407C

1 ½" Lowering Sport Leaf Springs

4007 (Coupe)

Subframe Connectors

4008 (Convertible)

Subframe Connectors

80014 (Big Block)

Total Vehicle System (TVS) Kit

Includes 1607, 1906F, 2207, 2407C

80015 (Small Block)

Total Vehicle System (TVS) Kit

Includes 1607, 1907F, 2207, 2407C