

Instruction Sheet – Chrysler/Dodge FRONT UPPER ARMS

FOR REAR WHEEL DRIVE ONLY

Patent No. US 7,513,514 B

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.

1. Always check for loose or worn parts, tire pressure and tire wear.
 2. Before beginning, Record the alignment readings, determine the amount of caster change needed and raise the vehicle.
 3. Raise vehicle by body pinch welds and support with jack stands. Remove front tire and wheel assembly.
 4. Remove the cotter pin and nut from the upper ball joint. Break the taper between the ball joint and the spindle and remove the ball joint from the spindle, using SPC Tool #8370. Support spindle so no strain is applied to ABS wiring or brake line.
 5. Remove the bushing support nuts holding the upper control arm to the body from inside the engine compartment. It may be -necessary to remove vacuum solenoids or coolant tank to gain access to nuts.
 6. Remove the bushing bolts from inside the fenderwell and remove upper control arm. The strut and sway bar link may have to be loosened and positioned out of the way to remove the bolts.
 7. Configure the new adjustable arm for left or right side use by attaching the ball joint such that the 'L' or 'R' marked on the arm will be facing up (away from tire) for Left-side or Right-side respectively.
 8. Install the new adjustable control arm into the vehicle and lightly tighten bushing bolts.
 9. If caster adjustment is necessary, loosen and remove the ball joint nut and washer then remove the ball joint assembly from adjustable arm. Separate the lock plate on the ball joint from the engagement hex and rotate it according to the chart below for the required caster change then press it back onto the engagement hex.
 10. Reinstall the adjustable ball joint assembly back into the control arm and replace the washer and nut.
 11. Install the ball joint to the spindle, torque the ball joint to spindle nut to manufacturer's specifications and install the new cotter pin.
 12. **Load the suspension** and tighten the upper control arm to body bolts to manufacturer's specifications.
 13. Reinstall the tire and wheel assembly. Remove the vehicle from the jack stands, and lower the car. Record the alignment readings, determine the amount of camber change needed and verify caster reading then raise the vehicle far enough to have access to the camber adjusting nut.
 14. To adjust camber, loosen the adjusting nut and move the adjustable ball joint in or out in the control arm slot to obtain the desired camber reading then torque the adjusting nut to 120 lb-ft. (162Nm).
- Always check for proper clearance between suspension components and other components of the vehicle.**
15. Recheck alignment readings, adjust toe, and road test vehicle.

