



Part Number 94344

Muscle Car Lower Control Arms

Q1: I removed the new aluminum seats that had been pre-installed in my new arms and now can't figure out what the correct two holes are because they will fit in several ways – what's correct?

A1: On all but the new F2 arms there are at least two (or three or even more) ways the seat can be installed – this is because the 'basket' of the arm is used for both LH and RH arms and the result is additional holes. The correct orientation is that which most closely approximates the appearance of your stock arms. This means that if you view the arm (LH or RH) from the top with the ball joint pointing toward you, the step in the seat should be somewhere between 12-o'clock (straight away from you) and 2-o'clock.

Q2: I have new shims that include the bar-pin holes for the shock/coil-over, but when I try to line the holes up they aren't lining up.

A2: The new shims have slotted holes because of slight spring-seat clocking differences between bodies that share the shim. First try flipping the shim over. If you are still unable to line the holes up properly, please call our tech line for assistance (800-525-6505).

Q3: After installing the lower control arm, it seems the shock absorber is too short. Why is that and what can be done?

A3: The arm is designed to lower the vehicle by approximately 1 inch. The shock absorbers are normally mounted beneath the arm. If the shock on the vehicle is too short to be mounted underneath the arm, SPC recommends using spring spacers and mounting the shock to the spring spacers on the inside of the arm. When using two spring spacers, SPC recommends 5/16"X1 1/2" bolts with locknuts. Note: If using an SPC adjustable upper control arm, make sure the shock acts as a rebound bumper or add limiting straps to keep the upper control arm from contacting the frame.

