SPC/BAC 2.0 Forged Upper Control Arm

Mopar A, B and E-body. SPC Performance adjustable upper control arm (part no. 97300) with BAC Delrin mounts and taller ball joints.

Shop: SPC/BAC 2.0 Forged Upper Control Arm

WHAT'S IN THIS GUIDE

1 Bergman Auto Craft notes and alignment — Page 2

2 SPC Performance instruction sheet, part no. 97300 — Page 3

BEFORE YOU START

- Read this guide all the way through before you start, and keep it open while you work.
- Support the car on a lift or on jack stands rated for its weight. Never work under a car held up only by a jack.
- Torsion bars and springs store a lot of energy. Unload them the factory way before you remove suspension parts.
- Wear eye protection and gloves, and use the right tools for each fastener.
- After any steering or suspension work, have the alignment checked before you drive at speed.

Questions during your install? Call Bergman Auto Craft.

516-384-6438 | p.bergman@bergmanautocraft.com | bergmanautocraft.com

Pages 3 and 4 are SPC Performance's own instruction sheet for part no. 97300, reproduced from the printed sheet. Scanner marks were cleaned up; the content is unchanged. Bergman Auto Craft notes and guide compiled by Bergman Auto Craft, November 2026.

BERGMAN AUTO CRAFT NOTES

Before you follow the SPC sheet

Our BAC/SPC 1.5 and 2.0 upper control arms have proprietary Delrin mounts. Watch this short video to get familiar with the installation process: youtube.com/shorts/378ilNjCV-A

Also proprietary to our 2.0 arms are the taller ball joints. They improve the position of the roll center and the camber curve. It is normal to see some of the stud above the knuckle once installed.

WHEEL ALIGNMENT

Caster	6-7 degrees positive
Camber	0.5-0.75 degrees negative
Total toe	1/16 in. toe-in

QUESTIONS? WE ARE HERE TO HELP

Call or text Bergman Auto Craft at 516-384-6438.

PART NO. 97300
MOPAR 'A', 'B', AND 'E' BODY ADJ. UPPER CONTROL ARMS

SPC PERFORMANCE

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.

Plan Ahead - Read All Instructions BEFORE installing part.

Check out how to install this part at: http://www.spc-tv.com

Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.

1. Raise vehicle and support by frame. Remove front tire and wheel assembly. Remove OE upper control arm including any cross-shaft spacers. Support knuckle to avoid straining brake lines.
2. Adjust SPC adjustable control arm to approximate OE dimensions. Control arm leg integrated with ball joint housing should be rearward leg and clamping leg of control arm should be forward. Loosely install all hardware per figure 1. Ensure equal thread is visible beyond both large and small jam nuts when seated.

   NOTE: To allow for proper thread engagement, there should never be more than 1.0" of thread showing past jam nuts on either side of adjusters.
3. Install adjustable control arm into vehicle. Bushing spacers should be installed to outside of arm so that pivot brackets are shifted to the inside of body pockets. Torque chassis mounting hardware to manufacturer's specification. See vehicle specific orientation notes below. Nuts at outer ends of cross-shaft should be tight enough to remove play, yet loose enough to rotate pivot brackets by hand.

   NOTE: Tightening cross-shaft end nuts with vehicle in raised position may cause premature bushing failure.
4. Install ball joint stud into knuckle tapered hole. Install castle nut onto ball joint stud and torque to 40-46 lb-ft [54-63 Nm]. Tighten more only as necessary to install provided cotter pin.

Tech Tip: Due to variance in knuckle conditions, a washer may be required to affix ball joint stud properly into your vehicle. If ball joint stud thread is too long and cotter pin hole is above castle nut completely, or you can see the taper protruding below knuckle face where castle nut will ride, use a hardened washer to space castle nut enough to ensure proper clamping of knuckle flange and allow sufficient engagement of cotter pin between castle features.

5. Verify there is no gap between ball joint housing and clamp leg, then snug pinch bolt on clamp leg to keep both halves together. (See Figure 1) Clamp surfaces must be clean and free of grease or other contaminants for proper grip via pinch bolt.

   NOTE: Use pry bar between control arm and knuckle to push clamp leg up until there is no gap between two halves. Use care to not damage rubber boot.
6. Reinstall tire and wheel assembly and lower vehicle.
7. Adjust alignment using dual threaded adjuster on either leg of control arms. Ensure equal thread is visible beyond both large and small jam nuts when seated.

Continued on back

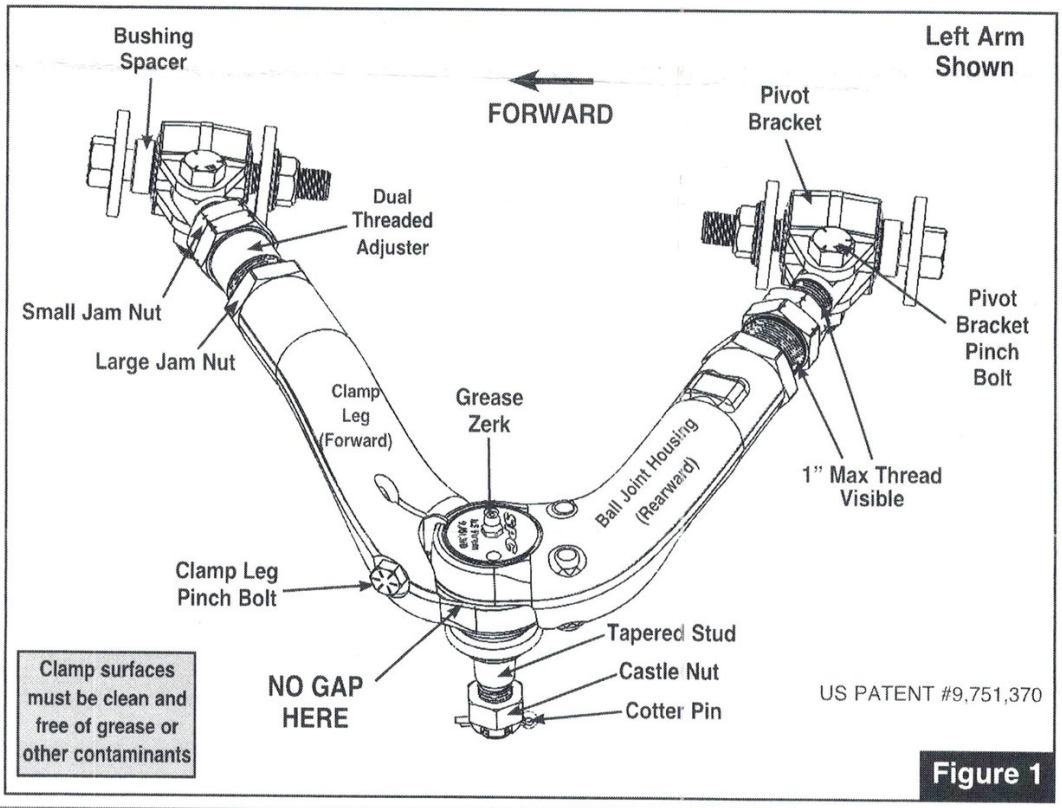


Figure 1

Specialty Products Company®

4045 Specialty Pl. • Longmont, CO 80504 • (303) 772-2103 • Fax: (303) 772-1918 • www.specprod.com • www.spcperformance.com • Email: info@specprod.com

Toll Free Technical Hot Line: 1-800-525-6505

©2021 Specialty Products Company® • Printed in U.S.A. • Form No. 97300INS • Rev. 6/21 • ECN#2926

PART NO. 97300
MOPAR 'A', 'B', AND 'E' BODY ADJ. UPPER CONTROL ARMS

Continued from front

8. When finished adjusting, tighten hardware in the following order:

   8.1. Torque pinch bolts at pivot brackets to 60 lb-ft [81Nm].

   8.2. Torque cross-shaft end nuts to 80 lb-ft [108Nm].

   NOTE: Cross-shaft nuts should only be tightened after suspension is at normal ride height, and resting fully on tires. (Use slide plates or roll vehicle back and forth a few times to insure that suspension has settled fully after being lowered to ground.)

   8.3. Re-verify there is no gap between ball joint housing and clamp leg from step 5, then torque pinch bolt on clamp leg to 36 lb-ft [49 Nm].

   NOTE: Use pry bar between control arm and knuckle to push clamp leg up until there is no gap between two halves. Take care to not damage rubber boot.

   Always check for proper clearance between suspension components and other components of vehicle.

   8.4. Adjuster jam nuts small (1-1/8" hex)

   8.5. Adjuster jam nuts large (1-3/8" hex)

9. Grease ball joint with an **NLGi #2, Grade LB with 3%-5% Molybdenum Disulfide grease.** 3 to 6 pumps of grease is sufficient at each lubrication. ***WARNING: FAILURE TO GREASE AND MAINTAIN THIS BALL JOINT MAY RESULT IN PREMATURE FAILURE.***

10. Complete alignment and road test vehicle.

11. Check fitment and packaging clearances after test drive to make sure no contact with other components has occurred. Re-verify there is no gap between ball joint housing and clamp leg. Re-torque fasteners immediately after test drive and after 50-100 miles.

Maintenance:

Lubrication Interval - SPC recommends adding 3 to 6 pumps of grease to ball joint at each oil change, or after operating vehicle in wet or dusty conditions.

Always check for proper clearance between suspension components and other components of vehicle.

There is no warranty stated or implied due to the inability to monitor the part's modification, installation, and use, except that Specialty Products Company warrants its products to be free from defects in material and workmanship for 90 days after purchase under normal use. In that case, parts returned must be determined by Specialty Products to be defective and Specialty Products's obligations under that warranty are solely limited to repairing or replacing, at its option, any part proven defective.

Final determination of the suitability of the parts for use contemplated by the buyer is the sole responsibility of the buyer.Specialty Products Company shall not be liable for any special, direct, indirect, incidental, or consequential damages that might be claimed as a result of the failure of any part, including claims for delay, loss of profits or labor. Specialty Products Company shall not be liable for any damage or injury to persons or property resulting from improper installation or misuse of any part subject to this warranty. There are no other warranties expressed or implied extending beyond those set forth above.