

# INSTRUCTIONS

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## 910-39300, 910-39301, 910-39302 and 910-39303 - C10 Control Arm Kit

### Kit Contents - 910-39300 (910-39301, 910-39302)

Qty	Part #	Description
1	91039300L	Lower Control Arm, Pair
1	91039300U	Upper Control Arm, Pair
2	91039300.S	Lower Control Arm, Spring Cup
1	91721003	Camber Shim Kit
2	91013503	Replacement U-Bolt Kit

### Kit Contents - 910-39303

Qty	Part #	Description
1	91039303.1L	Upper Coilover Mount, Left
1	91039303.1R	Upper Coilover Mount, Right
2	91039303.2	Upper Coilover Mount

### Hardware - 910-39303.H

Qty	Part #	Description	Tool Size	Location
8	HZ8HCSF-.38-1.00	3/8-24 x 1.00 Hex Cap Screw	9/16	Upper Coil Mount
16	HZ2SFW-SAE-.38	3/8 Flat Washer	N/A	Upper Coil Mount
8	HZ9OLNF-.38	3/8-24 Oval Lock Nut	9/16	Upper Coil Mount
8	HZ8HCSF-.44-1.00	7/16-20 x 1.00 Hex Cap Screw	5/8	Upper Coil Mount
16	HZ2SFW-SAE-.44	7/16 Flat Washer	N/A	Upper Coil Mount
8	HZ9OLNF-.44	7/16-20 Oval Lock Nut	5/8	Upper Coil Mount
2	HZ8HCSF-.50-3.50	1/2-20 x 3.50 Hex Cap Screw	3/4	Lower Coil Mount
2	HZ8HCSF-.50-3.25	1/2-20 x 3.25 Hex Cap Screw	3/4	Upper Coil Mount
8	HZ2SFW-SAE-.50	1/2 Flat Washer	N/A	Lower/Upper Coil Mount
4	HZ9OLNF-.50	1/2-20 Oval Lock Nut	3/4	Lower/Upper Coil Mount
4	HZSP-.50-.75-.44	.50 ID x .75 OD x .44 Spacer	N/A	Lower Coil Mount
4	HZSP-.50-.75-.31	.50 ID x .75 OD x .31 Spacer	N/A	Upper Coil Mount

## Control Arms with Standard Coil Spring

1. Set the vehicle on jack stands on a stable surface and remove the shock, wheel, and disk brake calipers if equipped. Be sure to not let the brake caliper dangle from the brake line as it could cause damage. If equipped, also remove the sway bar.
2. Loosen but do **NOT** remove the castle nuts on both the upper and lower ball joints. Use a hammer or ball joint separating tool to separate the ball joints from the spindle. If using a hammer, strike the spindle on the flat surface near the ball joints to separate. It is also recommended but not required that you remove the tie rod from the spindle if you would like to set the spindle aside during control arm installation.

### 3. Spring / Control Arm Removal:

**WARNING:** When removing the front coil spring, always use extreme caution. The spring is under high tension and can cause serious injury if not handled properly. If using a spring compressor, ensure it is securely fastened before removing the ball joint castle nuts. If a compressor is not available, preload the lower control arm with a jack, but be sure to lower the jack slowly to avoid a sudden release of spring pressure. Never stand directly in front of the spring during removal.

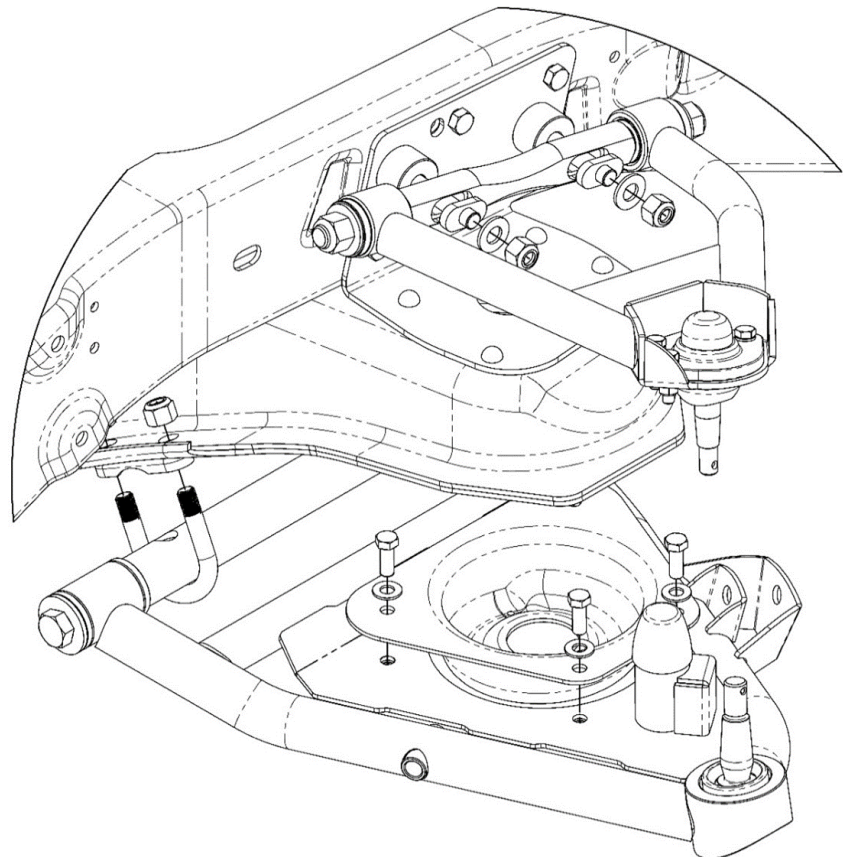
#### A. Spring Removal Steps:

- Use a spring compressor to compress the front coil spring.
- Remove the ball joint castle nuts while supporting the lower control arm with a jack.
- If no spring compressor is available, preload the lower control arm with the jack and then remove the castle nuts.
- Slowly lower the jack to safely release the spring pressure.

#### B. Control Arm Removal Steps:

- While supported by a jack remove the U-bolts from the lower cross shaft.
- Lower the jack to remove the lower control arm.
- Remove the nuts retaining the upper cross shaft.
- Remove the upper control arm.

Figure 1



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**4.** Install the new upper control arm as shown above in Figure 1 using the factory cross shaft hardware and supplied "O" caster shims. During alignment different shims can be used to adjust for the desired caster. The number on the shims indicates each 1/8" of offset which corresponds to roughly 0.7° per 1/8". Camber shims can be added during alignment as well. Recommended alignment specs are on the last page.

**5.** Install the supplied spring cup on the lower control arm with the supplied 3/8" hardware followed by the lower control arm to the cross member using the supplied 9/16" U-bolts. On some model years the holes may need drilled out to accept the 9/16" U-bolts. Ensure the alignment dowel pin is seated properly before tightening the U-bolt nuts. Be sure to tighten each nut evenly. Use a jack to support the lower control arm if necessary.

**6.** Place your spring in the spring pocket of the crossmember and use the jack to support the lower control arm. Reinstall the spindle by tightening and pinning both ball joint castle nuts before removing the jack and allowing the suspension to be supported by the upper bump stop.

**NOTE:** If reusing your stock springs, you may need to cut the small straight leg off the bottom of the spring for it to seat into the spring cup properly.

**7.** Reinstall your shocks, wheels, and brakes.

**8.** It is recommended to get a proper alignment using the supplied camber and caster shims from a reputable alignment shop before driving. Recommended starting alignment specs are on the last page.

## Control Arms with Coil-Over Kit

**1.** Before starting installation, it is recommended to measure your and record your ride height before disassembly of the stock components. These measurements will be used as a baseline later to set your ride height with your new coilover suspension.

**2.** Set the vehicle on jack stands on a stable surface and remove the shock, wheel, and disk brake calipers if equipped. Be sure to not let the brake caliper dangle from the brake line as it could cause damage. If equipped, also remove the sway bar.

**3.** Loosen but do **NOT** remove the castle nuts on both the upper and lower ball joints. Use a hammer or ball joint separating tool to separate the ball joints from the spindle. If using a hammer, strike the spindle on the flat surface near the ball joints to separate. It is also recommended but not required that you remove the tie rod from the spindle if you would like to set the spindle aside during control arm installation.

## 4. Spring / Control Arm Removal:

**WARNING:** When removing the front coil spring, always use extreme caution. The spring is under high tension and can cause serious injury if not handled properly. If using a spring compressor, ensure it is securely fastened before removing the ball joint castle nuts. If a compressor is not available, preload the lower control arm with a jack, but be sure to lower the jack slowly to avoid a sudden release of spring pressure. Never stand directly in front of the spring during removal.

### A. Spring Removal Steps:

- Use a spring compressor to compress the front coil spring.
- Remove the ball joint castle nuts while supporting the lower control arm with a jack.
- If no spring compressor is available, preload the lower control arm with the jack and then remove the castle nuts.
- Slowly lower the jack to safely release the spring pressure.

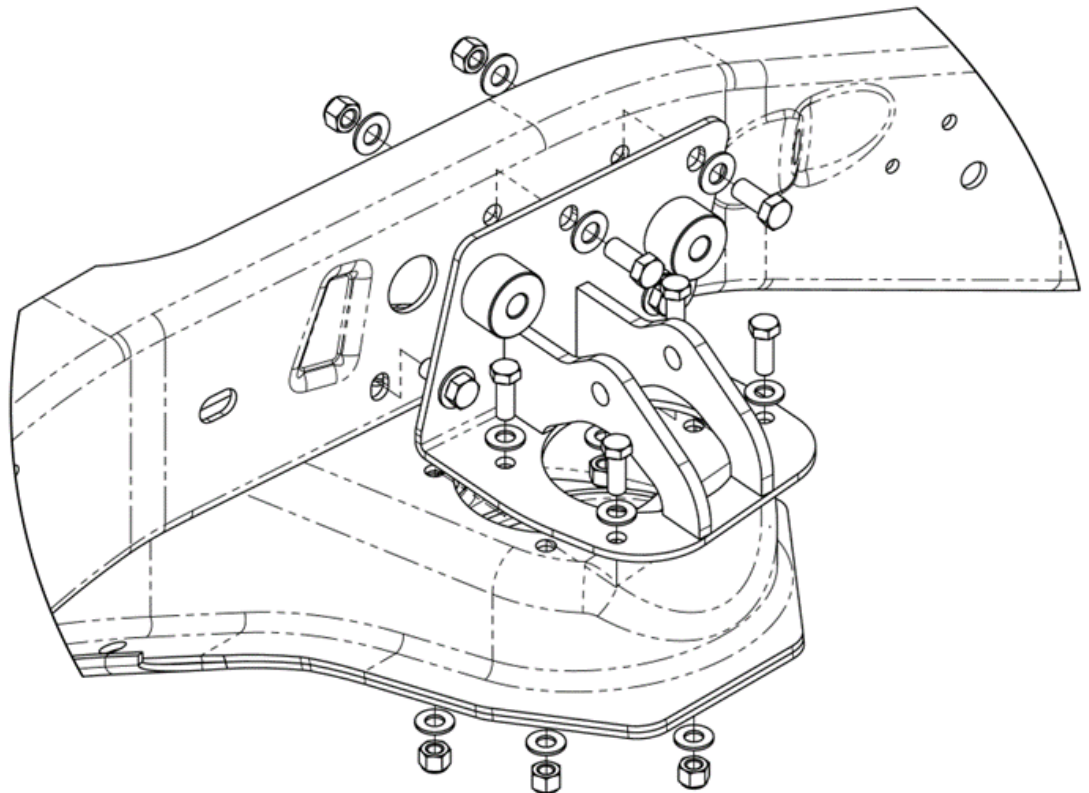
### B. Control Arm Removal Steps:

- While supported by a jack remove the U-bolts from the lower cross shaft.
- Lower the jack to remove the lower control arm.
- Remove the nuts retaining the upper cross shaft.
- Remove the upper control arm.

**5.** Using a grinder, drill, or other means, remove the four rivets holding the upper control arm mount to the crossmember. Also, remove the four bolts holding the mount to the frame rail. Remove the upper control arm mount.

**6.** Using the template provided or the upper coilover mount, mark the hole on the crossmember that must be cut out for coilover clearance. Cut out the hole with a torch or small cut off wheel. Cut small at first and enlarge as necessary.

**Figure 2**



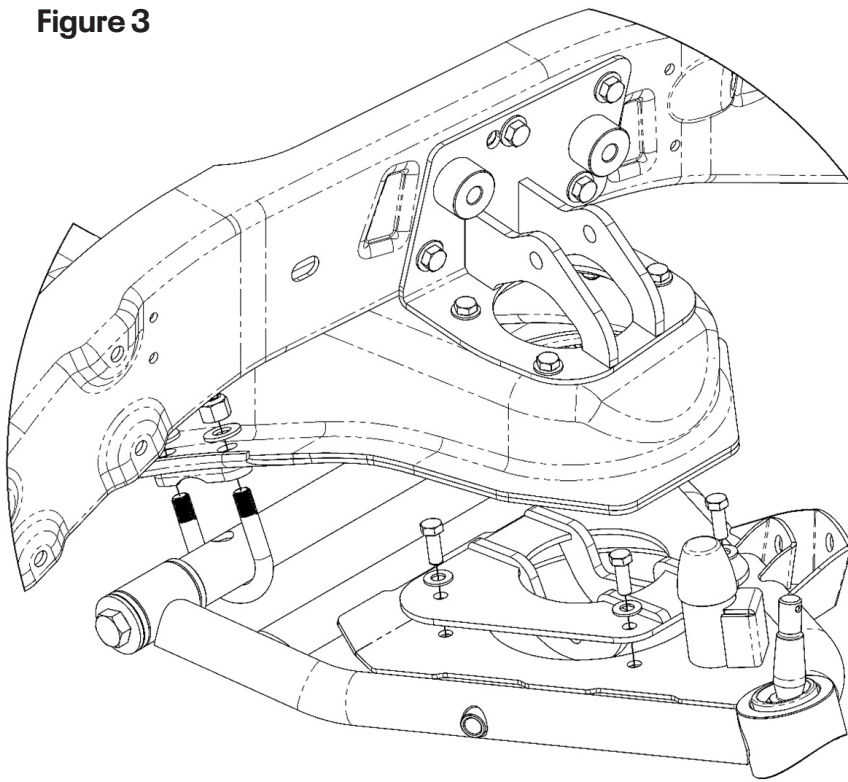
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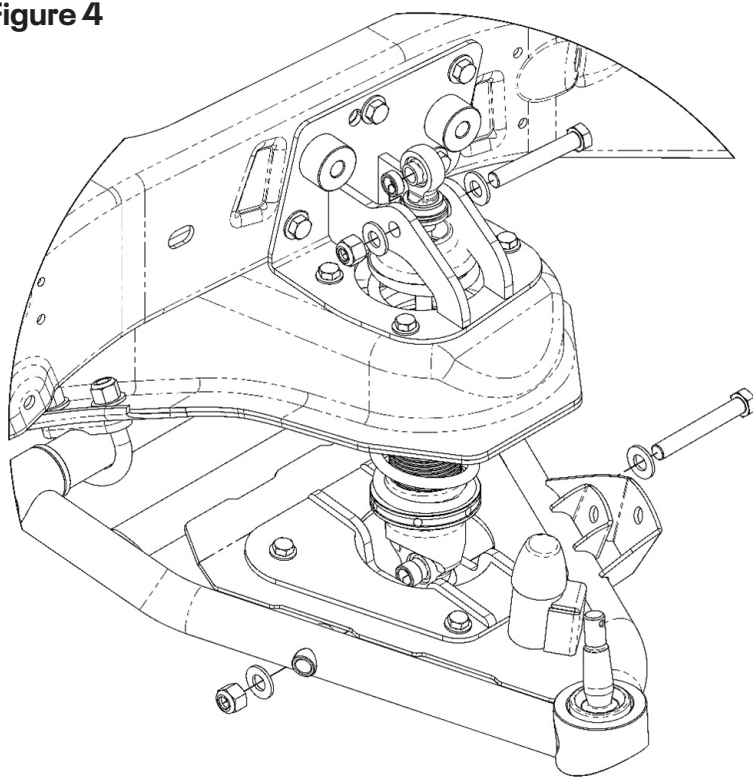
**7.** Install the upper control arm mount using the 7/16" frame rail bolts, washers, and nuts as well as four 3/8" bolts, washers, and nuts for the cross member as shown above in Figure 2. The crossmember bolts will go through the original rivet holes and may need to be enlarged slightly with a 3/8" drill bit. Tighten the frame rail bolts first followed by the cross-member bolts.

**Figure 3**



**8.** Install the supplied lower coilover mount on the lower control arm followed by the lower control arm to the cross member using the supplied 9/16" U-bolts. On some models the holes may need drilled out to accept the 9/16" U-bolts. Ensure the alignment dowel pin is seated properly before tightening the U-bolt nuts. Use a jack to support the lower control arm if necessary.

**Figure 4**

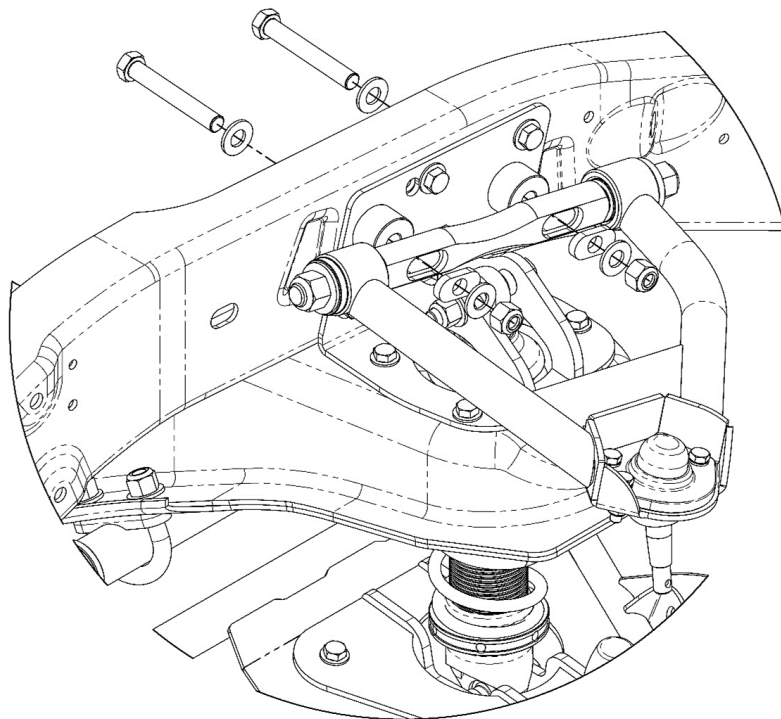


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**9.** Next, install your coilover shock and spring. The coilover mounts are designed to use coilovers with a 1" wide rod end, 4" stroke, and 14" extended length. An 8" 750 lbs/in spring is recommended. When installing, be sure that the coilover body is on the bottom and the coilover adjuster nut is fully unwound. Use the longer 3.5" length 3/8" bolt and wider .44" spacers to mount your coilover to the lower mount as shown. Recommended spring and shock recommendations are on the last page.



**Figure 5**

**10.** Install the new upper control arm as shown using the factory cross shaft hardware and supplied "0" caster shims. During alignment different shims can be used to adjust for the desired caster. The number on the shims indicates each 1/8" of offset which corresponds to roughly 0.7° per 1/8". Camber shims can be added during alignment as well. Recommended alignment specs are on the last page.

**11.** Reinstall your spindle, brakes, and wheels.

**12.** It is recommended to get a proper alignment from a reputable alignment shop before driving.

### Recommended Alignments Settings:

Caster	+6.5°	±0.5°
Camber	-0.5°	±0.5°
Toe	+0.2°	±0.1°

### Recommended Shocks:

106-1340CT	AFCO Pro Touring Fixed Valve Shock, 4 Inch Stroke
106-3845CZ	AFCO Single Reb. Adjustable Shock, 4 Inch Stroke

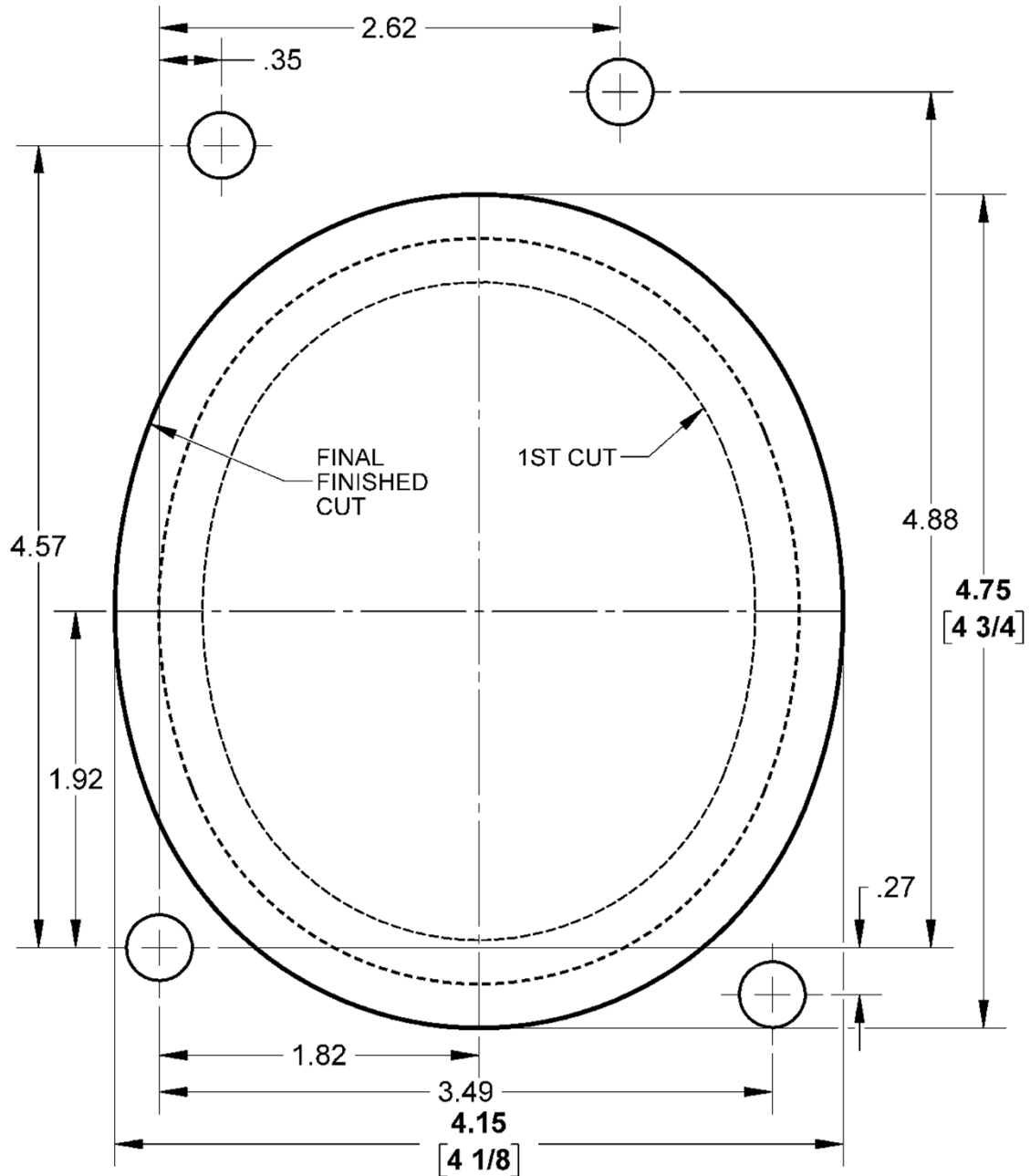
### Recommended Springs:

330-08002500650	Eibach Coil Spring, 2.5" ID, 650 lbs/in, 8"
330-08002500750	Eibach Coil Spring, 2.5" ID, 750 lbs/in, 8"
330-08002500850	Eibach Coil Spring, 2.5" ID, 850 lbs/in, 8"
768-59080650	RideTech Coil Spring, 2.5" ID, 650 lbs/in, 8"
768-59080750	RideTech Coil Spring, 2.5" ID, 750 lbs/in, 8"
768-59080850	RideTech Coil Spring, 2.5" ID, 850 lbs/in, 8"

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