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The following instruction sheet applies to the following applications:

Part # CNR-42L

requires using GM tall spindle

LOWER CONTROL ARM INSTALLATION

1. Use the floor jack to raise the car and wheels off the ground.
2. Place the jack stands on appropriate areas of the frame to support the car. Do **NOT** place the stands under the lower control arms. Lower the car on to the jack stands and remove the floor jack.
3. Remove both front wheels and tires.
4. Remove the nuts, bolts, bushings, washers and spacer tube from the front sway bar end links and set aside.
5. Starting on one side of the care, remove the upper shock mounting nuts, washers and bushing. Remove the shock absorber lower mounting bolts and slowly lower the shock and remove from the bottom of the lower control arm and set aside.
6. Using a coil spring compressor, install the spring compressor inside the coil spring. Using suitable tools compress the spring until pressure is removed off the lower arm.
7. Using suitable tools remove the lower ball joint cotter pin and loosen the slotted hex nut. Only loosen the lower ball joint nut so you can see about a 1/8 of an inch gap between the nut and spindle.
8. Use a ball joint pickle fork and separate the lower ball joint from the brake/spindle assembly. Place the floor jack under the lower ball joint and raise the jack enough to relieve pressure on the lower ball joint. Remove the lower ball joint nut. Slowly lower the jack and swing the spindle out of the way. Allow the upper control/spindle assembly to rest on the bump stop against the frame.
9. Remove the floor jack and coil spring.
10. Loosen and remove the lower control arm pivot bolts and nuts. Remove the lower control arm.
11. Install the new lower control arm using the factory bolts and nuts. Torque both bolts to 70 ft-lbs. Del-a-lum bushings can be tightened with the arm hanging. The bushing act like a bearing so it will pivot without bind.
12. Place the top of the coil spring in the frame pocket. **NOTE: Most springs have a tight wind on one end of the coil spring or they are flat ground. This end goes up to into the frame.** Make sure the spring cushion is installed in the tubular lower arm pocket. The spring cushion is furnished with the lower arm and can be rotated to index with the coil spring. With the cushion in position raise the lower control arm up to the spring via the floor jack placed out by outer ball joint. NOTE: Make sure the spring is indexed in the frame.

13. Slowly raise the arm to fit the ball joint into the spindle. Install the castle nut on the ball joint and torque to 90 ft-lbs. Next, tighten the nut to line up the slot in the nut and hole in the ball joint and install a new cotter pin.
14. Install the shock absorber using the existing mounting hardware.
15. Repeat steps 6 through 12 on the other side
16. Install the sway bar end link hardware on both sides but do not torque the bolts until the car is back on the ground. Replace the wheels and tires, raise the car, remove the jack stands and lower the car on to the ground. Torque the sway bar end link bolts to 25 ft-lbs.