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Part # CTA-57H lower control arm for 1955-57 Chevrolet instructions

1. Use the floor jack to raise the car and wheels off of 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 car, remove the upper shock mounting nuts, washer 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. Use an inside the coil, spring compressor and compress the coil spring, removing tension on the control arm.
7. Using pliers remove the cotter pin securing the castle nut to the lower ball joint. Loosen and remove the lower ball joint castle nut.
8. Support the lower control arm with a floor jack so when you separate the ball joint, the arm and spring will not fall.
9. Use a ball joint separator and separate the lower ball joint from the brake/spindle assembly. Pivot the spindle away from the lower arm and **slowly** lower the jack to remove the spring. Allow the upper control/spindle assembly to rest on the bump stop against the frame.
10. Remove the spring and the floor jack.
11. Loosen and remove the lower control arm pivot bolts and nuts. Remove the lower control arm.
12. Install the new lower control arm using the pivot bolts and nuts supplied in the kit. Torque the bolts to 65 ft-lbs to the frame. There is a right and left lower control arm. The best way to tell is to look at the sway bar attaching mount welded on the side of the tube. The sway bar mount goes to the front of the car.
13. Installing coilover kits.
 - To install coilover shocks and springs from QA-1, Viking or Afco, The shock will bolt to the top of the control arm rather than from the bottom up.
 - Extend the shock full.
 - Place a steel washer on the shaft first then a poly shock cushion.
 - Install the adjuster jam nut on the shock first and thread it all the way down to the bottom of the shock.
 - Install the adjusting ring with the step on the shock next. The step goes up in order to index the spring. Run the adjuster down to the jam ring.



- Install the steel slip ring onto the adjuster. It will index on the step.
- Place a coil spring onto the shock, small end indexing on the adjuster.
- Slip the assembly up into the frame indexing the spring and the shock stud through the shock hole.
- Place a poly shock cushion on first /// next a steel washer /// next a shock nut. Tighten down the shock nut so the assembly will remain in position.
- Raise the lower control arm and push the shock over the shock mounting holes and install the bolts supplied with the coilover kit.
- Install the spindle to the lower ball joint and follow previous instructions.

14. Install the castle nut on the ball joint and torque to 80 ft-lbs. Tighten the nut to line up the slot in the nut and hole in the ball joint and install a new cotter pin.
15. Repeat steps 6 through 12 on the other side.
16. Install the sway bar endlink 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 endlink bolts to 25 ft-lbs.