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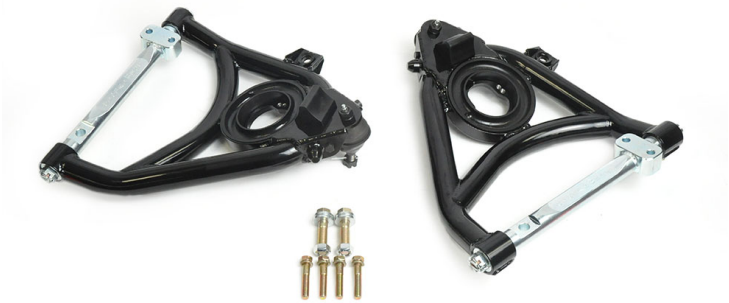
1958-64 Impala Front tubular lower control arm kit

Part # CTA-84L

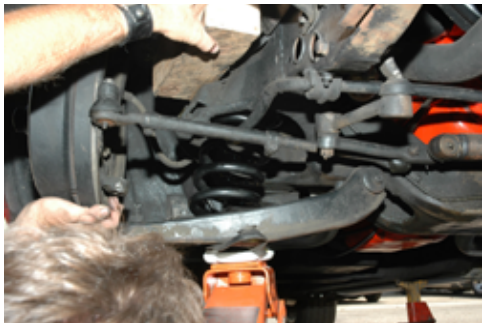
Parts list:

- Fully assembled right lower arm
- Fully assembled left lower arm
- 4 – 7/16 grade 8 bolts 2-1/2 inches long fine thread
- 4 – 7/16 lock washers
- 2 – 9/16 grade 8 bolts 2 1/8 inches long machined fine thread
- 2 – 9/16 stovelock nuts fine thread
- 4 – 9/16 thick washers



Installation will require jack stands, floor jack, spring compressor, and related hand tools. A Service manual will also have a procedure detailed on removing the lower control arm. The procedure we use is as follows.

1. Make sure the car is in park or in gear and set the parking brake. We also block the rear wheels. Raise the front and support the car with jack stands under the frame rails. Make sure you raise the car up high enough so the lower arm can swing down to the ground without touching the ground.
2. Remove the front shocks.
3. Install a inside spring compressor up through the lower arm and compress the spring.
4. Remove the lower ball joint cotter pin and nut.
5. Use the floor jack and place the jack under the spring pocket offset towards the ball joint side. Raise the jack up until the upper control arm rises up off the frame and bump stop. Use a suitable pickle fork and separate the lower ball joint from the spindle. When the spindle separates, the upper arm assembly with spindle will drop off the ball joint.



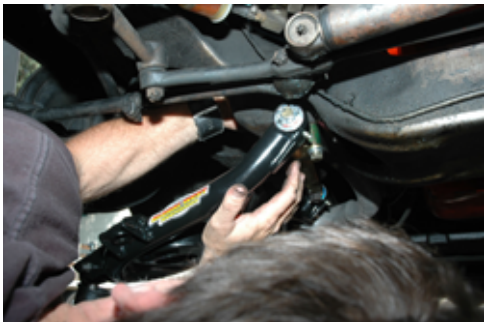
6.Raise the upper arm and spindle assembly up and slide a 2x4 up between the frame and upper arm. This will hold the assembly out of the way so you can work on the lower.

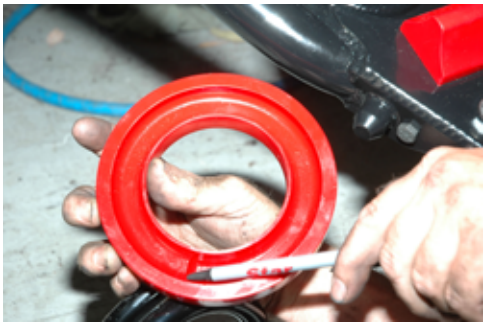
7.Lower the floor jack and remove the coil spring.

8.With the spring removed go ahead and unbolt the lower control arm from the frame.

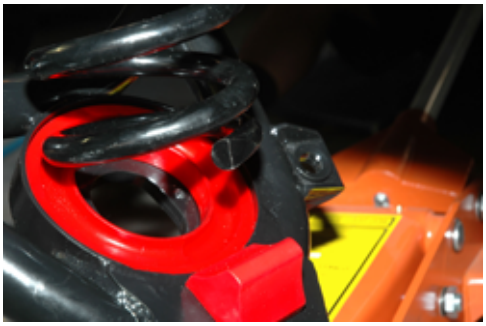
9. Install the lower control arm. The lower control arm is pre-assembled and will only install one way. New hardware is also included. Hold the lower control arm up against the frame and install a 9/16 bolt with large flat washer through the hole in the frame from the top down. Install a 9/16 flat washer and lock nut next. Run the nut down till it loosely supports the arm. Take 2 (7/16 grade 8 bolts with lock washer) supplied in your kit and using the stock threaded block, install the forward part of the control arm. Tighten both 7/16 bolts to 65 foot-pounds. Torque the 9/16 bolt to 120 foot-pounds.

10. The next step is to reinstall the spring. There is a coil spring cushion that rests in the spring pocket of the lower control arm. The cushion has a place where the coil spring will index. When you place the spring up into the frame, there is an index just like what is shown in the spring cushion. Install the spring at this time.





to Index the upper part of the spring first and then swing the lower arm up to the spring. Rotate the spring cushion until the cushion will index with the spring. Use a floor jack under the lower control arm help hold the arm close to the spring. The floor jack should be positioned towards the ball joint side, not directly under the spring pocket.



Slowly raise the floor jack and slip the spring into the spring cushion. Sometimes you may need a pry bar to help guide the spring into the cushion.

11. Raise the lower arm high enough to re install the spindle. Remove the 2x4 holding the upper arm up and line the spindle up to the ball joint. Lower the floor jack so the ball joint drops in. Install the lower ball joint nut and tighten to 80 to 90 foot-pounds. Install the cotter pin.
12. Remove the spring compressor from inside the coil spring.
13. Reinstall the shocks.
14. Lubricate the lower ball joint. (Note: The bushings are greased during assembly).
15. Use the same procedure on the other side.

Global West also manufacture the following parts for your vehicle.

- Tubular front upper and control arms (featuring a major geometry change).
- Front and rear springs (one inch drop)
- Rear tubular upper and lower control arms
- Rear anti-squat bracket
- Rear cross-member supports for strengthening the cross-member from tearing.
- Adjustable track bar/panhard rod.
- Adjustable track bar relocation kit