



655 SOUTH LINCOLN AVE / SAN BERNARDINO CA. 92408

PHONE 877-470-297 / FAX 909-890-0703 / Web address: globalwest.net

SP-4 INSTALLATION INSTRUCTIONS
 '62-67 NOVA/ CHEVY II LOWER CONTROL ARM
 BEARING KIT

To properly install this kit, welding will be required. Although TIG is recommended, MIG will also work.



1. Remove lower control arms from the vehicle and press out the stock rubber bushing from the arms.
2. Clean up the control arms, removing all the grease, dirt and oil.
3. In your kit you will find 2 housings. Close inspection of these housings will reveal a step on the outer edge. Because of this step, the housing will only go into the control arm one way. It will index on this step.
4. We strongly recommend TIG welding be used when INSTALLING THIS KIT. If too much heat is applied during the welding process, this will warp the housing and you'll be unable to install the bearing. The housing should be welded on both sides of the control arm.
5. After allowing the control arms to cool, install the bearings by pressing them into their housings. A hydraulic press will make this operation go smoothly. **Note:** only press will on the outer edge of the bearing. If you press on the ball area of the bearing, you will damage it! Press it in until it bottoms out in the housing.
6. In your kit you will see 2 rings supplied. These press into the housings next, one for each housing. They retain the bearings and keep them from sliding out. Press on the retaining rings now.
7. Very carefully weld the retaining rings into place on the housings. Using TIG really helps here. Direct the heat away from the bearing. Run short passes and quench in water to protect the bearings. If you over heat the bearings, they will be damaged!
8. In your kit you will find four metal spacers. Two are used on each control arm to properly locate the arm on the vehicle. They should snap into the bearings with minimum of effort. The large flange on these spacers goes against the vehicles frame. Slide the bolt through on both control arm and torque to factory specs.
9. Alignment will be required upon installation of the SP-4 kit.

	Drivers Side	Passengers Side
Camber	1/2 negative	1/2 negative
Caster	1 1/2 positive	2 positive
Toe	1/16 in	1/16 in

NOTE: All figures taken with driver's weight in the vehicle.