



Global West Suspension

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The following instruction sheet applies to the following applications:

### Part # TLC-71H

#### LOWER CONTROL ARM INSTALLATION

This lower arm is used with coilover shocks.



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: 9/16 bolts require 80 ft-lbs and 1/2 bolts require 70 ft-lbs. Del-a-lum bushings can be tightened with the arm hanging.
12. For springs: The top of the coil spring will index in the frame pocket. **NOTE: The spring is conical wound so the large end (4.080 id) goes up into the frame and the small flat ground side (2.5 id) indexes on the shock adjusting collar.** Place the spring on the shock with the shock collars already assembled on the shock body. Adjust the collars all the way down to the bottom of the shock. Slide the spring over the shock with the small end down, extend the shock shaft all the way out of the shock body until it stops, and install the steel shock shaft washer and rubber bushing. Next slide the shock into the frame shock hole and

index the spring in the pocket. Place the upper rubber shock bushing on the shock shaft and then the steel washer. Install the shock nut so the shock is supported in the frame. Recheck the spring index in the frame. Raise the lower control arm up to the shock and install the lower shock bolts through the shock cross shaft and into the lower arm. Note: The shock bolts on the top of the lower arm.

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. Repeat steps 6 through 12 on the other side
15. Note: This control arm has no sway bar attachments. Drag cars generally never use a front bar.