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

1. Use the floor jack to raise the car and place jack stands under 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.
2. Remove both front wheels and tires.
3. Remove the front sway bar end links from the lower arms. You do not need to remove the sway bar from the car.
4. Remove the shock absorbers.
5. Use an inside the coil, spring compressor and compress the coil spring, which will remove tension on the lower control arm.
6. Remove the cotter pin securing the castle nut to the lower ball joint and remove the lower ball joint nut.
7. Place the floor jack under the control arm and raise the jack up to support the arm. A little tension is okay. Separate the ball joint from the spindle using a suitable tool. The spindle will drop down slightly and swing out of the way. Slowly lower the jack to remove the spring. Remove the floor jack. Allow the upper control arm and spindle assembly to rest on the bump stop against the frame.
8. Remove the lower control arm pivot bolts and nuts from the frame which will allow you to remove the lower control arm.
9. Install the new lower control arm using the pivot bolts and nuts supplied in the kit. Torque the bolts to 55 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.
10. Next install the coilover shock and spring. The lower shock mount uses a ½ inch bolt that is supplied in the kit. If the shock has a cross pin with a polyurethane bushing installed in the lower shock mount, you will need to remove the pin out of the polyurethane and install a steel sleeve we also supplied in the kit. If you are installing a bearing in the lower shock mount then the steel sleeve will not be used. Bearing lower shock mounts are recommended. If you are using a QA-1 shock the part number would be EXTQ-001. If you are using a Viking shock the part number would be EXTV-001.

11. Next install the shock and spring into the frame. The coilover shock should have the aluminum jam nut installed on the threaded shock collar first, then the collar for the spring with the step up, followed by the thrust bearing kit if you ordered our coilover kit. The collars should be adjusted down to the bottom of the shock next to the knobs. This will make installing the coilover easier. The spring will sit on top of the thrust bearing kit. Note: The shock companies would like you to use anti seize on the threads for adjusting ride height. We recommend after setting your ride height wipe off as much of the anti seize as you can because it collects dirt. Place on the shock stud one steel concave washer and then one cushion. Slide the assembly up into the frame. Make sure you index the spring in the frame. With the shock stud showing above the frame place another shock cushion, then concave washer and a shock nut onto the stud. Tighten the assembly enough to hold the shock and spring in the frame. This will hold the coilover in place. Then swing the lower arm up and slide the shock mount into the lower arm. Use the ½ inch bolt supplied in the kit.

12. Slowly raise the arm to fit the ball joint into the spindle. 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.

13. Repeat steps 6 through 12 on the other side.

14. Sometimes it is easier to install the sway bar end links on the lower arms when the car is on the ground. Install the sway bar end links 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.