

UCA/LCA 6472

1964-72 CHEVELLE/GTO/442 CONTROL ARMS

& RIDE HEIGHT TUNING KIT

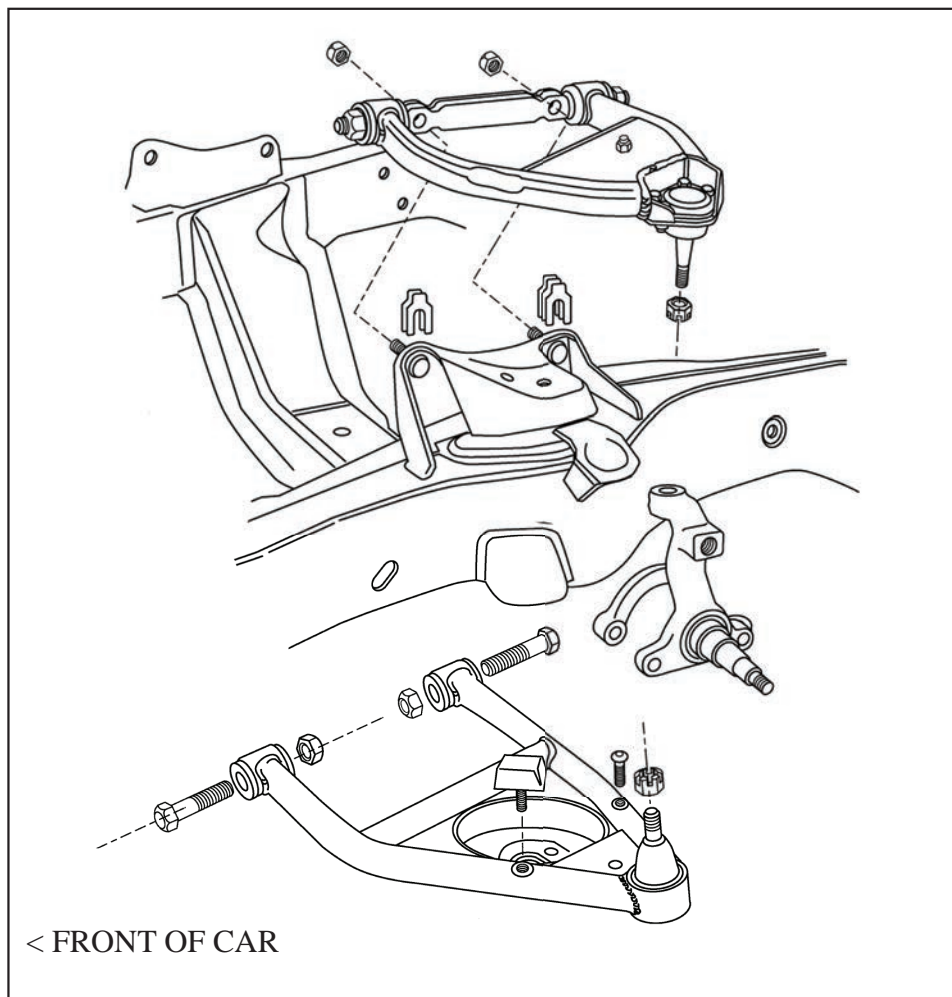


INSTALLATION INSTRUCTIONS

TEAR DOWN

1. Jack up vehicle and place on jack stands.
2. Set emergency brake and use wheel chocks.
3. Remove wheels and lug nuts.
4. Remove caliper and brake hose and tie caliper out of the way. (Do not let the caliper hang by the hose.)
5. Remove rotor.
6. Install coil spring compressor and collapse spring.
7. Disconnect shock.
8. Remove shock and compressed spring together.
9. Loosen the upper and lower ball joints with a ball joint separator tool.
10. You can save time by leaving the tie rod ends still attached to the spindle and swinging it out of the way. Or you can loosen tie rod ends with a tie rod separator tool (do not twist the tie rod in or out). Either way, inspect the tie rod boots for tears.
11. So if you removed the tie rods ends, remove spindle and caliper bracket. If not, simply tie spindle out of the way.
12. Disconnect the sway bar from the Steering arm attached to the spindle.

ASSEMBLY DIAGRAM



UPPER CONTROL ARM REMOVAL

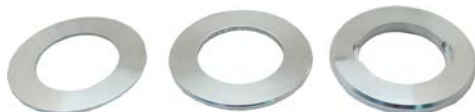
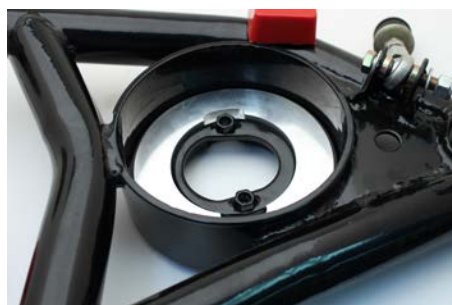
1. Clean the cross member surface around the upper A arms cross shafts.
2. Scribe the locations of the control arm shafts.
3. Count the alignment shims and note their location for reassembly. (once off, tape them together and label their location)
4. Remove the control arms.
5. Retain nuts for reassembly.

LOWER CONTROL ARM REMOVAL

1. Remove the lower control arm.
2. Inspect the cross member mounting area. Repair any damage. Wire brush and degrease the cross member thoroughly.
3. Note location of the bump stops so you know where they should be located on the new control arms.

LOWER CONTROL ARM INSTALLATION

1. Install the control arm into the frame with their bushings and nuts.
2. Position the urethane bump stop on new control arm as it was on the original. It should be on the front tube.
3. Torque nuts to: Lower Ball Joint = 90 ft. lbs. Shaft to frame bolt = 80-90 ft. lbs.
4. Reconnect to spindle
5. Remove spring pad and set aside.
6. You may want to begin by installing all 3 of the shims before spring installation for stock ride height stance. To lower the car, remove shims one by one to change ride height. Add shims to spring pocket. Remember it is a two-to-one ratio.
7. **Note** If using the 1/2" shim align the notches with the shock mounting holes like shown. If using more than one shim be sure to leave the 1/2" shim on top.



1/8"

1/4"

1/2"

RIDE HEIGHT TUNING KIT

The combination of shims are designed to maximize your ride height options. Combining the flat spacers will give you the freedom to raise or lower the front end of your car as needed. Use even thickness shims on each side of your car. **Note** this is a two-to-one ratio. IE: Adding 1/2" shim under the spring pad will add 1" to the ride height. If you have cut your springs too much or your car sits too low this is an easy and quick way to get the height to change the ride height.

UPPER CONTROL ARM INSTALLATION & COIL SPRING AND SHOCK INSERTION

1. Using the shims that you labeled earlier, mount the upper control arm. Remember the long tube is towards the front.
2. On some models the factory used press in studs and you will need to replace these with grade 8 hardware. For additional header clearance consider putting the bolt head towards the engine.
3. Torque the mounting nuts to: Upper Ball Joint = 65 ft. lbs. Tie Rod End = 40 ft. lbs.
4. Install coil spring, with compressor still installed onto lower control arm. The red spring pad is indexed. Make sure the end of your spring is seated in the end of the pocket of the red spring pad. In other words it should seat in the pad and not move. Rotate the pad to align it with the spring as needed.
5. Mount the spindle to the lower control arm and torque the lower ball joint nut to 90ft. lbs.
6. Using a hydraulic jack, gradually raise the lower control arm and attach the upper ball joint into the top of the spindle.
7. Whether you are using old or new shocks, verify that the new shock mounting bolt from the new control arm fits through the eyelet end of the shock. Inspect the bushing, replace if necessary.

If using new shocks, leave the wire shock used to compress the shock in place for now.
If using an old shock, it would be helpful to fashion a shock compressor from wire and collapse the shock for ease of installation.

Position the shock into its' mounting hole and release tension from the wire compressing the shock. Install the shock bushings, washer and nut. Torque to 14-26 ft lbs. Mount the bottom of the shock using the bolt provided. Torque to 40-55ft. lbs.
8. Release the coil from the spring compressor and guide it into position as you do. Double check that the spring is seated in the pad correctly and did not move out of position. Re-position if needed
9. Slowly release the hydraulic jack.
10. You should now have the upper and lower control arms, the coil spring and shock absorber installed.
11. Tighten the castellated upper ball joint nuts onto the spindle and set them to 60ft.lbs of torque. Attach tie rod ends, torque to 35-47 ft. lbs.
12. Install cotter pins.
13. Grease upper and lower ball joints, tie rod ends and the control arm bushings using a grease gun.
14. Re-pack bearings and install rotors, calipers, bearings, grease seals, spindle washers, spindle nuts and cotter pins.
15. Install wheels, remove jack stands, & lower vehicle.
16. Check the tire clearance vs. inner fender. If ride height needs to be adjusted lower you will have to go back and compress the spring, loosen shock with vehicle raised to remove shims.
17. Remember to get an alignment.