



Steering, Brake & Suspension Specialists

#6267TCA-UK Tubular Upper Control Arms Instructions for 1962 through 1967 Chevy Nova

Parts List:

- 2 ea Left Upper Control Arm Assembly
- 4 ea 7/16-20 grade 8 Lock Nuts
- 4 ea 7/16-20x2-1/2 grade 8 Bolts
- 4 ea 7/16 Flat Washers

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

OPTIONS: CPP recommends using the coilover spring and shock kit; part numbers 6267COK-SA for single adjustable shock and 6267COK-DA for double adjustable shock. CPP also recommends the tubular lower arm conversion kit part number 6267TCA-K

INSTALLATION NOTES: These control arms are 3/16" shorter than stock in order to provide a larger range of adjustment. It may be necessary to shim the cross shafts. When using drop spindles, the brake calipers can come in contact with the upper control arms during steering. To remedy this problem, we suggest using part numbers 31948 and 31947 which will rotate the brake calipers out of the way.

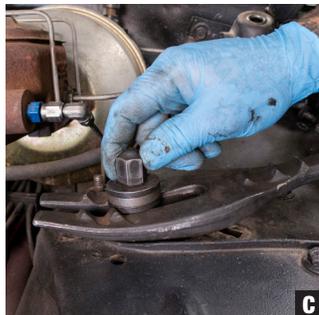


Instructions:

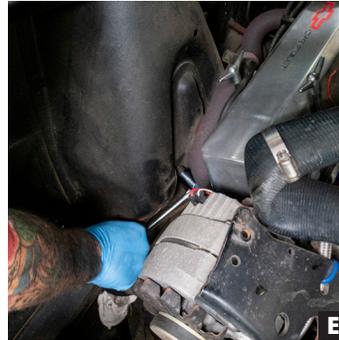
1. Begin by removing the tie rod ends and upper ball joints from the spindles. A few strong whacks to the spindle using a large hammer usually does the trick. (Photo A)



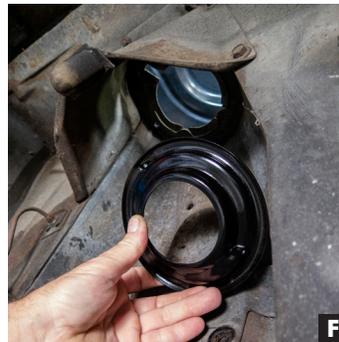
2. Then remove the shocks from the vehicle by removing the upper and lower shock mounts and the shock tower brackets (Photo B).



3. Use a spring compressor to compress the spring, relieving pressure on the upper control arm (Photo C and Photo D).



4. To remove the upper control arm, undo both bolts on the engine bay side of the shock tower. (Photo E)



5. Once the control arm has been removed, proceed to release tension on the spring and remove from the vehicle.

6. Repeat steps 3 through 5 on the other side.



7. We suggest replacing the spring retainer plates (part number 6267CRP). Simply lift the plate into place and then a small turn will lock it in. (Photo F)

8. Whether installing a stock or dropped spring, use the spring compressor to hold the new spring up out of the way while installing the new control arms. (Photo G).



9. Install the new control arm using the supplied hardware. (Photo H)

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10. Next, install the coil perches.
(Photo I)

CPP recommends using new coil perches; part number 6267PCH-R for rubber or 6267PCH-P for PolyPlus.



13. Fasten the shock to the spring perch using the supplied hardware.
(Photo L)



11. Ensure the spring is properly oriented in reference to the locating tab on the spring perch, then slowly release the tension on the spring.
(Photo J)



14. Put one of the supplied washers on the top of the shock followed by a bushing. Then re-install the shock tower, add another bushing and washer to the top of the shock, and finally secure with a nut.
(Photo M)



12. Install the new shock into the shock tower.
(Photo K)

15. Repeat steps 7 through 14 on the other side, then have the vehicle professionally aligned.

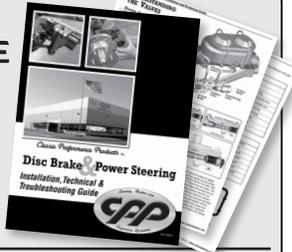
NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

GENERAL TORQUE SPECIFICATIONS:					
1/4"	grade 5	10lb/ft	1/4"s	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

INSTALLATION, TECHNICAL, & TROUBLESHOOTING GUIDE



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