

## **#6774TCA-LK, #67TCA-LK, #68TCA-LK Instructions**

*Tubular Lower Control Arms for 1967-1969 "F" Body & 1968-74 "X" Body*

### **Parts List:**

1 ea	Left Lower Control Arm Assembly
1 ea	Right Lower Control Arm Assembly
4 ea	½ x 4" Bolts
4 ea	½ Nuts
8 ea	½ Flat Washers
4 ea	½ Lock Washers
1 ea	Shock Hardware Kit

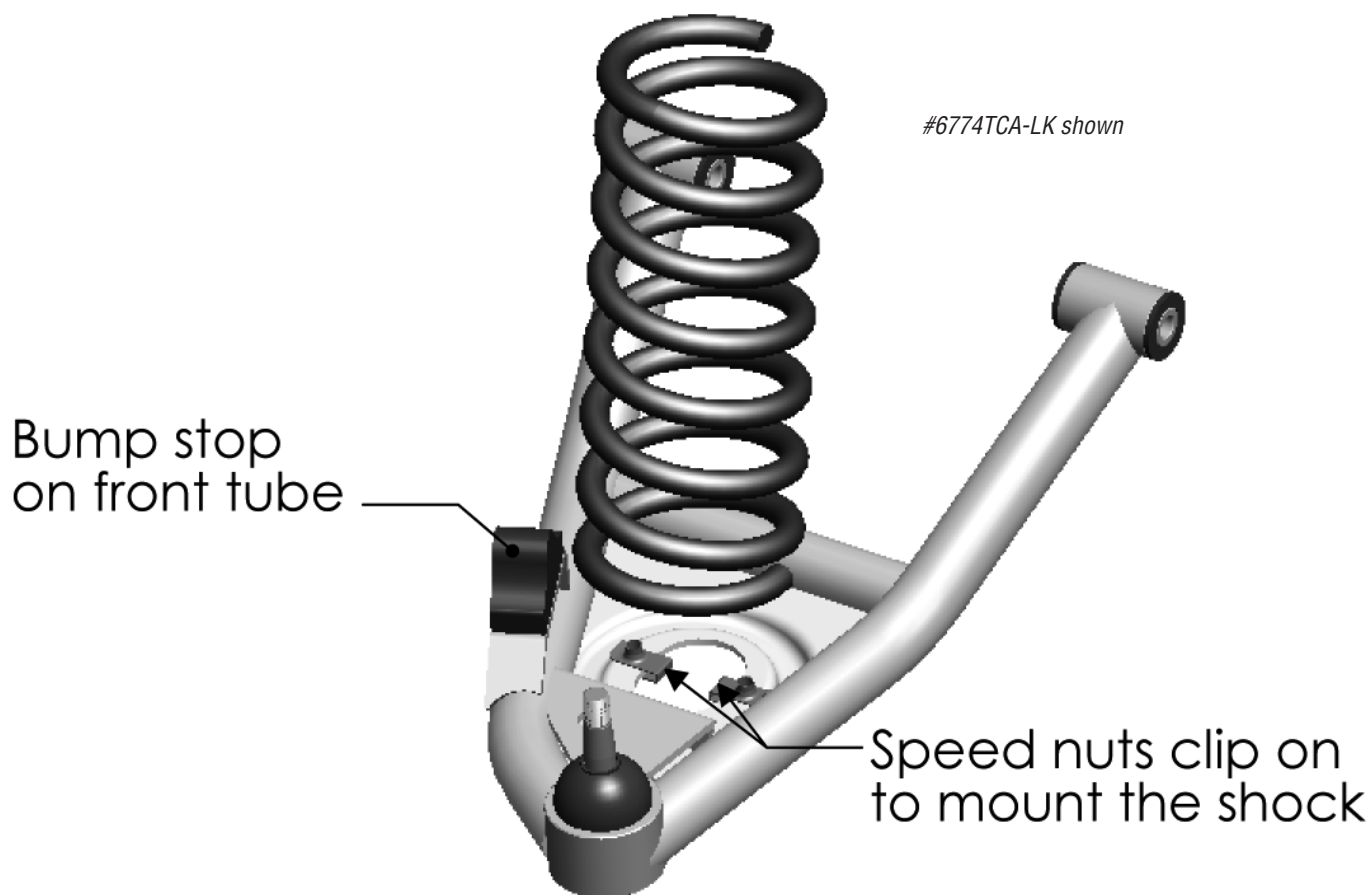
### **Note:**

We recommend you inspect your cars suspension prior to installation of the CPP Tubular Control Arms. Now would be a good time to replace worn out shocks, sway bar bushings, tie rods, pitman arms and idler arms. If you notice alignment, suspension or brake problems after the installation, these conditions probably existed prior to the installation.

### **Instructions:**

1. Raise the car and support the frame with jack stands. Remove the front wheels from the car. If you plan on reusing your current brake package, remove the caliper from the spindle and hang it out of the way.
2. Remove the front shocks and unbolt the sway bar from the lower control arms. Also remove the outer tie rod end from the steering arms.
3. Place a floor jack under the outer end of the lower control arm and gently raise the lower control arm enough to take off the pressure from the coil spring. If available use a coil spring compressor to secure the coil. **Use extreme caution when removing the coil spring.**

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4. Remove the cotter pin from the upper control arm and loosen the castle nut. Do not remove the nut. Do the same for the lower ball joint as well.
5. With a ball joint separator you can split the ball joint from the spindle or you can use a large hammer and hit the spindle bosses to knock the spindle loose.
6. Once the spindle is loose, remove the upper ball joint nut. Raise the upper control up out of the way. Carefully lower the floor jack down slowly. Once all the tension is released from the coil spring, remove the lower ball joint castle nut to remove the spindle and rotor assembly from the control arm. **Use extreme caution when removing the coil spring.** Remove the coil spring from the lower control arm.
7. Unbolt and remove the factory lower control arm from the frame. In some cases you might need to use a rubber mallet to knock the control arm out.
8. Install the new CPP lower control arm with the grade 8 hardware provided. #6774TCA-LK has the bump stop towards the front. #67TCA-LK has no bump stop. #68TCA-LK has the bump stop towards the rear.
9. Reinstall the spindle on to the lower control arm ball joint. **Note: If you are installing these arms and still using the drum brakes, you will need to loosen up the steering arms and move the backing plate forward so it will clear the lower ball joint as it goes in the spindle.** Reinstall the coil spring into the upper spring pocket. Place a floor jack under the lower control (place a towel on the floor jack to help protect the control arm finish) **Use extreme caution when installing the front coils.** Raise the floor jack up until the spring is compressed enough to allow the upper control arm ball joint to bolt to the spindle.
10. Tighten up the upper and lower ball joints and install the cotter pins. Lower the floor jack down. Grease your new ball joints prior to use. (Use only quality grease)
11. Reinstall the shocks (with the new hardware supplied), sway bar and reattach the outer tie rod to the steering arms. Reinstall the brake caliper or new brake package if you are upgrading at this time.
12. Reinstall the front wheels. We strongly recommend taking your car to a qualified alignment shop before you drive your car to ensure your front end is aligned correctly.

**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 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.

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## GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	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

**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.