



Steering, Brake & Suspension Specialists

#7887TCA-ULK-B / #7887TCA-ULK-S — Instructions for 1978-87 GM G-Body Upper/Lower Totally Tubular™ Control Arms



Notes:

Although CPP's Totally Tubular™ control arms come with new ball joints and pivot shafts, prior to completing installation, inspect and replace if necessary: tie rod ends, pitman arm, center link, and shock absorbers. Coil-over (#7887COK-SA single adjustable & #7887COK-DA dual adjustable) and billet aluminum tie rod sleeve (#ES2032SP-A) upgrades are also available. A spring compressor is required for removal/installation of lower control arms.

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.

Instructions:

1. Secure vehicle on jack stands (or chassis lift) so that you may safely access all suspension hardware. You will need sufficient clearance to compress coil springs and drop lower arms for removal.



2. Remove wheels, followed by brake calipers and rotors; if reinstalling stock brakes, it is not necessary to disconnect brake flex lines. Wheel kit (spindle/brakes) may also be removed as one unit—we are showing here in individual steps to better illustrate procedure. (Fig. A)
3. Disconnect sway bar link ends.
4. Place floor jack beneath lower control arm and raise until spring is just under tension.
5. Loosen ball joint nuts, but do not remove yet. (Fig. B)
6. Disconnect tie rod from steering arm. (Fig. C)
7. Remove shock absorber and carefully install spring compressor, making sure the hooks completely grasp the coil.
8. With coils secured, break spindles loose from the control arms. Slowly release tension with floor jack; remove spindle followed by coil spring. (Fig. D)



9. Remove stock upper and lower control arms. Note the number of alignment shims used (though amount re-used will depend on the desired camber) and retain Metric nuts for upper cross shafts. (Fig. E-F)

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(Continued)



15. Reinstall rotors/calipers; replace wheel bearings/properly pack with grease and set bearing preload. Bleed brake system if necessary. (Fig. N)

16. Prior to road-testing, have vehicle professionally aligned.



10. Bolt new CPP Totally Tubular control arms to the frame— lowers attach with supplied Grade 8 hardware; uppers will retain stock Metric press-in studs. (Fig. G, H, I)



11. Safely reinstall (compressed) coil springs; compress lower control arm with floor jack. (Fig. J-K)



12. Bolt spindle onto the upper/lower control arms; reattach tie rod to steering arm. Secure each with new cotter pins. (Fig. L)

13. Reattach sway bar.

14. Using the supplied speed nuts, install shocks. (Fig. M)

RECOMMENDED PRODUCT UPGRADES:



BILLET ALUMINUM TIE ROD SLEEVES

#ES2032SP-A - Includes jam nuts. Available in brushed, black or polished. (pair)

COMPLETE STEERING LINKAGE KIT

#7887SLK-CP - Basic and complete kits available.

ADJUSTABLE COIL-OVER CONVERSION KIT

#7887COK-SA / #7887COK-DA - Easy, bolt-on installation.



GENERAL TORQUE SPECIFICATIONS:

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