



68-74 Upper and Lower control arm instructions

Note: This installation is recommended for experienced installers only. Improper removal techniques can result in serious injury or death. Consult with a reputable mechanic for assistance.

Upper Control Arms

We recommend taking your car to a reliable alignment / suspension shop to have the installation performed. If you have the tools and are experienced in this field, be sure to have a professional review your work.

Maintenance on your Church Boys Racing LLC. upper control arms is minimal. Inspect and grease with your regular oil change intervals.

1. Raise the car and securely support the frame.
2. Remove the wheels from the vehicle.
3. Place a floor jack under the outer end of the lower control arm and gently raise the lower control arm enough to relieve the pressure from the coil spring.
4. Remove the cotter pin from the upper control arm and remove the castle nut.
5. Use a ball joint fork if required to separate the ball joint stud from the spindle.
6. Proceed to the engine compartment and make note of the current amount of shims on each bolt, front and rear. You will need to re-install them with the new control arms.
7. Remove the two nuts holding the upper control arm shaft to the front cross member and remove the upper control arm.
8. Install your new Church Boys Racing LLC. tubular upper control arms and replace the shims in the same order in which you removed them in. This is only a rough estimate to get you to the alignment shop.

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9. Install and tighten the nuts.
10. Connect the new ball joint to the upper spindle, tighten and install the supplied cotter pin.
11. Do not forget to grease your new ball joint prior to use and after the first 500 miles. After the first grease interval maintain them with every oil change. 2-3 pumps of grease in each ball joint. Synthetic grease is recommended to ensure a happy and long bushing life!
12. Slowly remove the floor jack, put the wheels back on and lower your vehicle. Take your vehicle to a reputable alignment shop.
13. Once aligned enjoy your new ride.

Street Performance Alignment Specs.

Caster	+3 degrees
Camber	0 to 1/2 degrees negative
Toe-in	3/32" Total

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Lower Control Arms

Maintenance on your Church Boys Racing LLC. lower control arms is minimal. Inspect and grease with your regular oil change intervals. Grease the lower A-arm bushings every 5,000 miles.

1. Raise the car and securely support the frame.
2. Remove the wheels from the vehicle.
3. Remove the cotter pin from the lower control arm and remove the castle nut.
4. Use a ball joint fork if required to separate the ball joint stud from the spindle.
5. Lower the control arm as far as it will travel. Use a spring compressor to properly remove the spring from the spring pocket. *Note: Serious injury can and will occur if you do not know how to properly remove the coil spring. Consult a trained Mechanic if you are unsure.*
6. Unbolt and remove the Lower control arms from the frame.
7. Install your new Church Boys Racing LLC. tubular lower control arms in the reverse order. With the polyurethane bushing it may require a little help with a rubber mallet.
8. Leave the control arm bolts loose until the suspension is loaded. Tightening the control arm bolts prior to loading the suspension can lead to unnatural ride height and premature bushing wear.
9. Connect the new ball joint to the lower part of the spindle and install the cotter pin.
10. Do not forget to grease your new ball joint prior to use and after the first 500 miles of use and then with every oil change interval. 5-6 pumps of grease in each ball joint and 3-4 pumps in each control arm bushing. Synthetic grease is recommended to ensure a happy and long bushing life!
11. Slowly remove the floor jack, put the wheels back on and lower your vehicle.
12. Now that the weight is back on the suspension you can tighten your lower control arm bolts.
13. Take the car to a reputable alignment shop to be aligned using the specifications from page 2.

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