

## **Lower Control Arm Tool 6803 Instructions**

Thank you for ordering the LCAT6803. You will find a quality tool that will last a lifetime, turning a difficult job into a profitable one.

Caution: follow instructions provided and observe safe practices. Note: DO NOT attempt to loosen ball joints by only prying with this tool. Hammer blows to the ball joint mounting boss is necessary while using this tool only to provide separation tension. Not doing so may damage tool and part and void warranty.

Most effective on cars with anti-sway bar attached to lower control arms.

### TO REMOVE C-V AXLE

1. Raise vehicle until wheel is at mid-chest level
2. Remove tire and wheel.
3. Remove nut security C-V axle to hub.
4. Remove bolt or loosen nut securing ball joint to steering knuckle.
5. Strike steering knuckle where ball joint stud is mounted with a heavy hammer to break loose ball joint.
6. Completely remove ball joint nut. DO NOT REMOVE ANY OTHER COMPONENT!
7. Pry C-V axle inner tulip loose from snap-ring in transaxle.
8. Engage tool to lower control arm with prying tip between C-V axle and lower control arm.
9. Find a location where the concave end of the bar will fit and does not slip. On some vehicles, it may be more advantageous to lock the groove cut into the prying tip against the raised flange lip of the control arm.
10. Grasp handle and push down with weight of your body until ball joint is completely disengaged from steering knuckle.
11. With handle in down position, bring one leg over the handle and straddle the handle with your body.
12. Control the movement of the tool with the weight of your body so both of your hands are now free.
13. Push steering knuckle out of the way with one hand while pulling the spindle out of the hub with the other.
14. While holding the steering knuckle to the side, pull out C-V axle completely with the other hand.

### TO REINSTALL C-V AXLE

Reverse above procedures. Recheck inner tulip to confirm it is still fully seated in transaxle.

### QUICK-CHANGE TOOL-HEAD

Some vehicles may favor approach only from one side of the control arm. On those vehicles, switching sides can easily be accomplished by pulling out the clevis pin and reposition the tool-head

For the rare occasion where the arm is too thick to fit into the jaws of the tool head 1) Remove the tool-head and 2) Attach the chain with the connection link 3) Loop the chain over the control arm while supporting the tool to be close to the arm. 4) Pass the chain through the key hole 5) Then drape the chain back over the tool to prevent slippage, then use the tool the same manner as with the tool-head. Note: Use either the tool head or the chain. Do not use both at the same time.

### TO DISASSEMBLE BALL JOINT WITHOUT DAMAGE

DO NOT use pickle-fork type ball joint separator. Follow these steps with the control arm tool instead:

1. Loosen nut securing ball joint stud but do not remove completely.
2. Turn wheel out to expose more of the steering knuckle.
3. Lock the tool securely on to the lower control arm.
4. Have an assistant push down hard on the end of the tool.
5. Strike hard with a heavy hammer where the ball joint stud is mounted on the steering knuckle until the taper pops loose.
6. Remove nut completely.
7. Pry down with tool to separate components.

### REPLACEMENT OF FRONT AND REAR STRUTS ON CARS WITH INDEPENDENT SUSPENSION

1. Unbolt all parts attached to strut.
2. DO NOT disassemble any other components unnecessarily.
3. Engage tool on lower control arm.
4. Push down hard to separate components.
5. Pull strut assembly out of wheel-well while holding tool down.
6. Reverse procedure to reinstall.

### FOR ONE-MAN OPERATION

1. Secure tool on control arm.
2. Use chain & S hook provided to attach a weight of 25lb or more to the hole at the end of the handle.
3. Strike & loosen ball joint as described earlier.

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With other U.S., Canadian & PCT patents pending

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