

Instructions For Installing Lower Control Arm Parts

TO INSTALL NEW KNUCKLE SUPPORT BOLT ASSEMBLY:

1. Raise front of car and place stand jack beneath inner side of lower spring seat. Remove wheel and tire assembly and the rod end.
2. Remove pivot bolt lock nut. Remove lubrication fitting from pivot bolt for use in new bolt, and remove pivot bolt from control arms and knuckle support.
3. Turn wheels to extreme outward position locking knuckle support so that it will not swing outward when removing pivot bolt bushing. Remove pivot bolt bushing.
4. Install bushing in knuckle support with head of bushing toward rear of car and tighten bushing to 150-170 foot pounds.
5. Place new seal on each end of bushing.
6. Screw bolt through rear control arm, and with knuckle support held in center

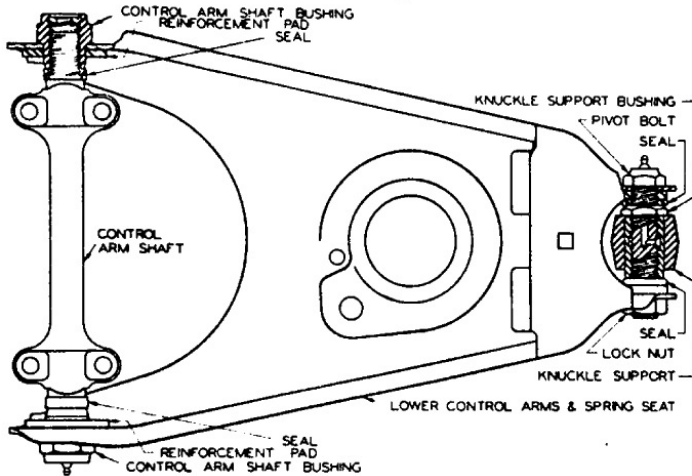


FIGURE I

of control arms, as shown in FIGURE I, thread bolt through bushing and front control arm.

7. If threads of bolt do not index properly with threads of front control arm, and tend to push arm out of, use a C clamp over ends of arms to get proper thread index. Tighten bolt to 100-200 foot pounds, install lock nut and tighten it to 90-120 foot pounds and slip seals into place.

TO INSTALL NEW CONTROL ARMS AND SHAFT ASSEMBLY:

1. Disconnect stabilizer link from bracket on lower spring seat.
2. Remove shock absorber upper stem retaining nut, grommet retainer and grommet. Remove shock absorber mounting bracket from lower spring seat and remove shock absorber through bottom of spring seat assembly.
3. Remove tie rod. Raise front of car and remove tension from suspension unit with a jack under lower spring seat. Remove wheel and tire assembly.
4. Remove bolts holding control arm shaft to cross member and gradually lower jack under spring seat, allowing arms to drop down permitting removal of front spring.
5. Remove pivot bolt as previously described and remove control arms and shaft assembly to bench.

TO REASSEMBLE:

NOTE: PRIOR TO APRIL 1949 THE CONTROL ARM SHAFT BUSHINGS ARE LOCKED IN PLACE WITH LOCK NUTS, AS SHOWN IN FIGURE II, AFTER THAT DATE THE CONTROL ARMS ARE EQUIPPED WITH BUSHING THREAD REINFORCEMENT PADS AND THE LOCK NUTS DISCONTINUED, AS SHOWN IN FIGURE I. THE LATTER TYPE CONTROL ARMS ARE FURNISHED WITH UNDERSIZE THREADS IN THE BUSHING HOLES TO INSURE THE NECESSARY TIGHT FIT WHEN BUSHINGS ARE INSTALLED.

1. Place control arm shaft in vise and remove lubrication fittings for use in new bushing. Loosen lock nuts if used, remove bushings and disassemble control arms and spring seat from shaft.
2. Place new shaft in vise and assemble new seals over ends and onto shoulders of shaft.
3. If lock nuts are required slip them over ends of shaft, with chamfered side of nuts toward ends of shaft, and assemble control arms and spring seat onto shaft.
4. Start bushing on each end of shaft and as bushings are threaded onto shaft thread lock nuts onto bushings.
5. Place pin of lower control arm assembly gauge, A.D.I. TOOL J3184, in bolt hole of control arm shaft as shown in FIGURE III, and tighten bushing until inner face of control arm contacts end of tool.
6. Tighten lock nuts securely; and when holding them tight tighten bushings to 150-200 foot pounds.
7. Slip seals into place and install lubrication fittings.
8. Replace pivot bolt as described under "TO INSTALL NEW KNUCKLE SUPPORT BOLT ASSEMBLY."
9. Install spring with flat end in upper spring seat. If shim is used it must be

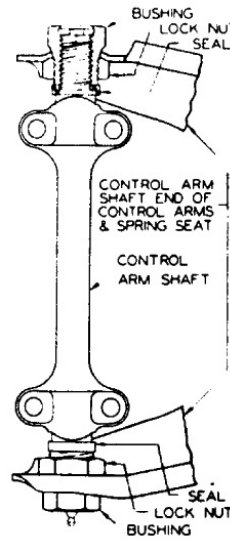


FIGURE II

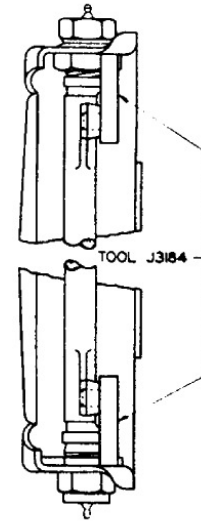


FIGURE III

placed on flat end of spring in upper spring seat. Swing control arms and spring seat assembly up against lower end of spring making sure lower end of spring is properly seated in lower spring seat.

10. With jack under control arm shaft slowly raise the assembly against cross member. Align holes in shaft and cross member with a drift, install bolts, nuts and lockwashers and tighten securely.
11. Replace tie rod and wheel and tire assembly and lower wheels to floor.
12. Connect stabilizer and replace shock absorber.
13. Check camber, caster and toe-in. If necessary to adjust proceed as follows: Have car empty, tires properly inflated, wheel bearings and steering mechanism properly adjusted, and car on level floor.

TO ADJUST CAMBER:

1. Raise front of car. Remove grease fitting from rear bushing, FIGURE IV, and loosen clamp bolt.
2. Using Allen wrench through grease fitting hole turn eccentric pin until proper camber is obtained. One-half turn gives maximum adjustment possible, if this does not give proper camber check for bent parts.
3. Replace grease fitting, tighten clamp bolt, lower wheels to floor and check.

TO ADJUST CASTER:

1. With Allen wrench through grease fitting hole as above, turn eccentric pin complete full turns until proper caster is obtained. Camber will not be disturbed if complete full turns are made.
2. Replace grease fitting, tighten clamp bolt, lower wheels to floor and check.

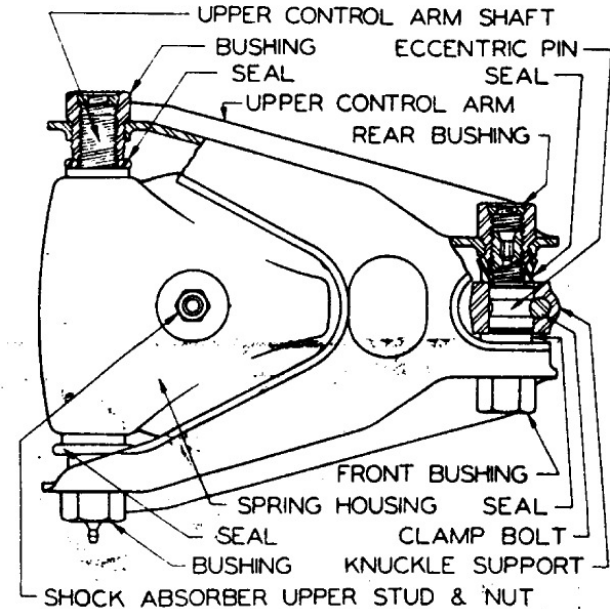


FIGURE IV

CAMBER, CASTER AND TOE-IN

CAR	MODEL	YEAR	CAMBER	CASTER	TOE-IN
Chevrolet	All Pass.	1949-50	0° - 1° Pos.	0° - 1° Pos.	0" - 1/8"