
UCALCA5557

1955-1957 TRI FIVE CONTROL ARMS



INSTALLATION INSTRUCTIONS

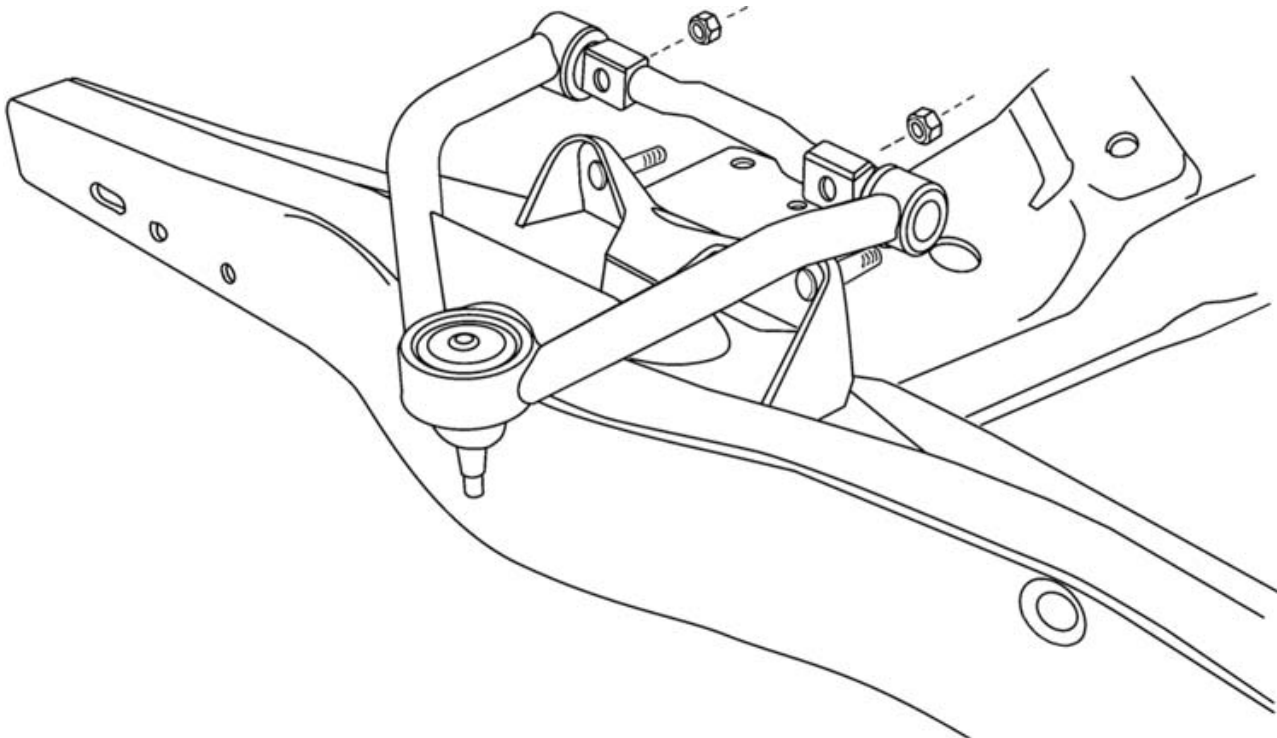
NOTE: ALWAYS REFER TO THE VEHICLE OWNER'S MANUAL FOR CORRECT TORQUE SPECIFICATIONS WHEN INSTALLING KIT.

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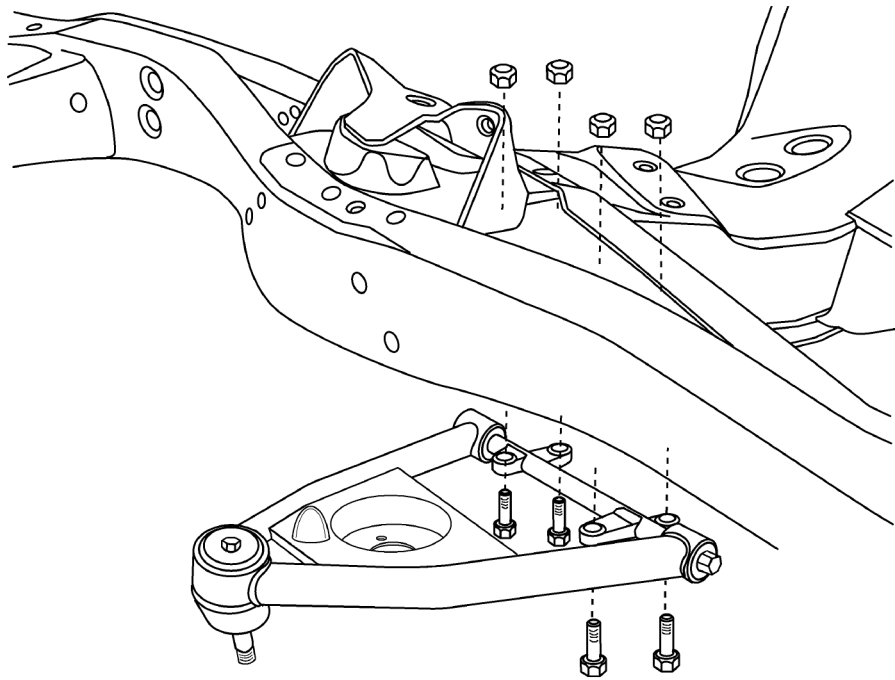
TEAR DOWN

1. Jack up vehicle and place on jack stands
2. Set emergency brake and use wheel chocks
3. Remove wheels and lug nuts
4. Remove caliper and brake hose and tie caliper out of the way. (Do not let the caliper hang by the hose.)
5. Remove rotor.
6. Install coil spring compressor and collapse spring
7. Disconnect shock.
8. Remove shock and compressed spring together.
9. Loosen the upper and lower ball joints with a ball joint separator tool.
10. You can save time by leaving the tie rod ends still attached to the spindle and swinging it out of the way. Or you can loosen tie rod ends with a tie rod separator tool (do not twist the tie rod in or out). Either way, inspect the tie rod boots for tears.
11. So if you removed the tie rods ends, remove spindle and caliper bracket. If not, simply tie spindle out of the way.
12. Disconnect sway bar from the spindle.

UPPER CONTROL ARM ASSEMBLY DIAGRAM



< FRONT OF CAR



UPPER & LOWER CONTROL ARM INSTALL

1. Begin your installation by jacking up the front of the car and supporting it on sturdy jack stands.
2. Remove the front wheels. Raise one side of the suspension with a floor jack. Remove the cotter pin and castle nut from the upper ball joint and loosen the ball joint from the spindle.
3. Support the hub assembly, and remove the ball joint from the spindle.
4. Remove the alignment nuts from the frame and remove the upper arm, keeping the shims in place. Trim off the top half of the rubber snubber with a utility knife, to provide full suspension travel.
5. Place the new Summit Racing Tubular Arm on the upper arm mount and install the shims and nuts. Install the boot on the ball joint, and insert the ball joint into the spindle.
6. Tighten down with the castle nut and insert the cotter pin.
7. Release the jack and complete the installation on the other side of the car. Be certain to grease the ball joints upon completion. You will need to check the alignment of the front suspension, as the new cross shafts have an offset built into them to provide more caster and camber adjustment. If you have had trouble achieving correct alignment in the past, the front end should be fully alignable now.

INSTALLATION TIPS

1. Whether you are using old or new shocks, verify that the new shock mounting bolt from the new control arm fits through the eyelet end of the shock. Inspect the bushing, replace if necessary.
2. If using new shocks, be sure to purchase the correct ones for your vehicle. Choosing the wrong springs for your application can lead to dropping the front end. Remember if you have a big block make sure you purchase springs to support that load. Adjustment ride height shims are available if needed.