

[type text]



**62-67 Tubular Lower/Upper Control arms**

# ***Installation Guide***

**[www.churchboysracing.com](http://www.churchboysracing.com)**

*This product is an aftermarket component that was not designed by the vehicles manufacturer for use on this vehicle. Therefore the buyer assumes all risk of any damage caused to the vehicle/person during installation or use of any and all Church Boys Racing LLC. products/components*

[www.churchboysracing.com](http://www.churchboysracing.com)

[type text]



Church Boys Racing LLC., AND/OR ITS SUPPLIERS MAKE NO REPRESENTATIONS ABOUT THE SUITABILITY, RELIABILITY, AVAILABILITY, of its PRODUCTS, SERVICES AND RELATED items. To THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, ALL SUCH, PRODUCTS, SERVICES AND RELATED items ARE PROVIDED "AS IS" WITHOUT WARRANTY OR CONDITION OF ANY KIND. Church Boys Racing LLC., AND/OR ITS SUPPLIERS HEREBY DISCLAIM ALL WARRANTIES AND CONDITIONS WITH REGARD TO, PRODUCTS, SERVICES AND RELATED items, INCLUDING ALL IMPLIED WARRANTIES OR CONDITIONS OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, TITLE AND NON-INFRINGEMENT.

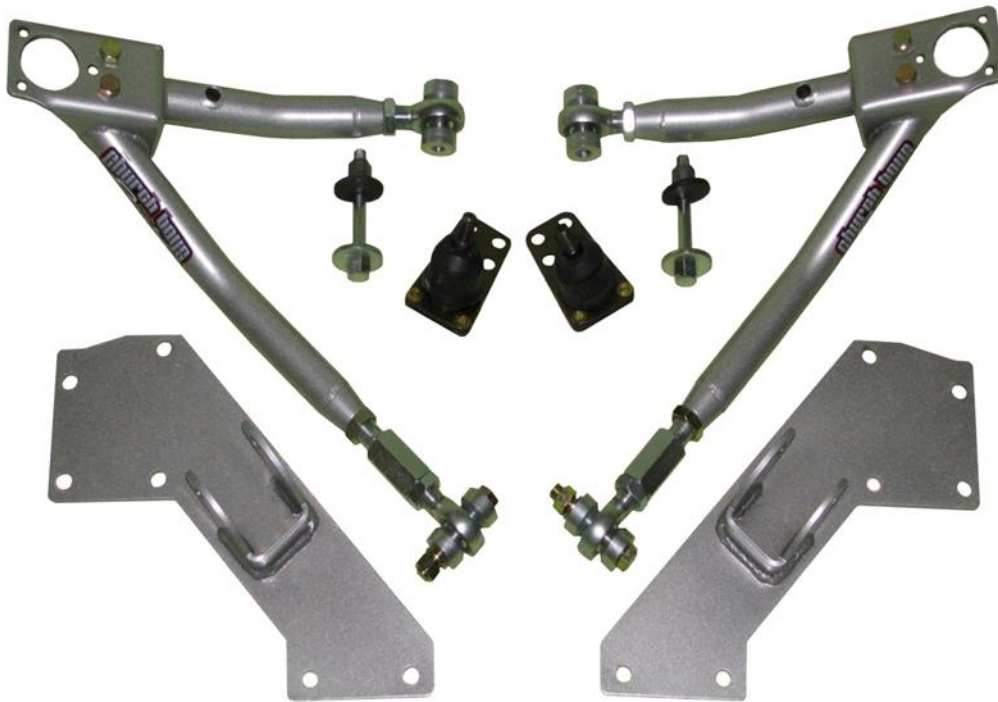
TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, IN NO EVENT SHALL Church Boys Racing LLC., AND/OR ITS SUPPLIERS BE LIABLE FOR ANY DIRECT, INDIRECT, PUNITIVE, INCIDENTAL, SPECIAL, CONSEQUENTIAL DAMAGES OR ANY DAMAGES WHATSOEVER INCLUDING, WITHOUT LIMITATION, DAMAGES FOR LOSS OF USE, OR PROFITS, ARISING OUT OF OR IN ANY WAY CONNECTED WITH THE USE OR PERFORMANCE OF Church Boys Racing LLC., PRODUCTS, SERVICES AND RELATED items, WHETHER BASED ON CONTRACT, TORT, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE, EVEN IF Church boys Racing LLC., OR ANY OF ITS SUPPLIERS HAS BEEN ADVISED OF THE POSSIBILITY OF DAMAGES. BECAUSE SOME STATE/JURISDICTIONS DO NOT ALLOW THE EXCLUSION OR LIMITATION OF LIABILITY FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES, THE ABOVE LIMITATION MAY NOT APPLY TO YOU. IF YOU ARE DISSATISFIED WITH ANY PORTION OF Church Boys Racing LLC., PRODUCTS, SERVICES AND RELATED items, OR WITH ANY OF THESE TERMS, YOUR SOLE AND EXCLUSIVE REMEDY IS TO DISCONTINUE USING Church Boys Racing LLC., PRODUCTS, SERVICES AND RELATED items.

*This product is an aftermarket component that was not designed by the vehicles manufacturer for use on this vehicle. Therefore the buyer assumes all risk of any damage caused to the vehicle/person during installation or use of any and all Church Boys Racing LLC. products/components*

[www.churchboysracing.com](http://www.churchboysracing.com)



## Tubular Lower Control Arms



First you must remove the factory lower control arms, strut rods and brackets. Your Church Boys Racing lower control arms will bolt up using the factory bolt holes that were used with the original control arm and strut rod mounting brackets. *Be sure to properly use a spring compressor for the coil spring removal as there is a lot of tension and serious injury can occur. If you are unsure of the proper removal consult a certified technician for assistance or to complete the entire job for you.*

*This product is an aftermarket component that was not designed by the vehicles manufacturer for use on this vehicle. Therefore the buyer assumes all risk of any damage caused to the vehicle/person during installation or use of any and all Church Boys Racing LLC. products/components*

[www.churchboysracing.com](http://www.churchboysracing.com)

[type text]



There is an extra bolt hole in the frame plate for the lower control arms, however it is not needed and there are no supplied bolts for this hole. If you choose to use this extra hole you will need a 7/16" drill bit, nut and bolt.

Your frame plates can only be installed in one direction. With the mounting ears facing down and toward the rear of the car your bolt holes will align with the existing holes in the frame. With the frame plates mounted in place keep all the provided hardware loose until everything has been installed completely.

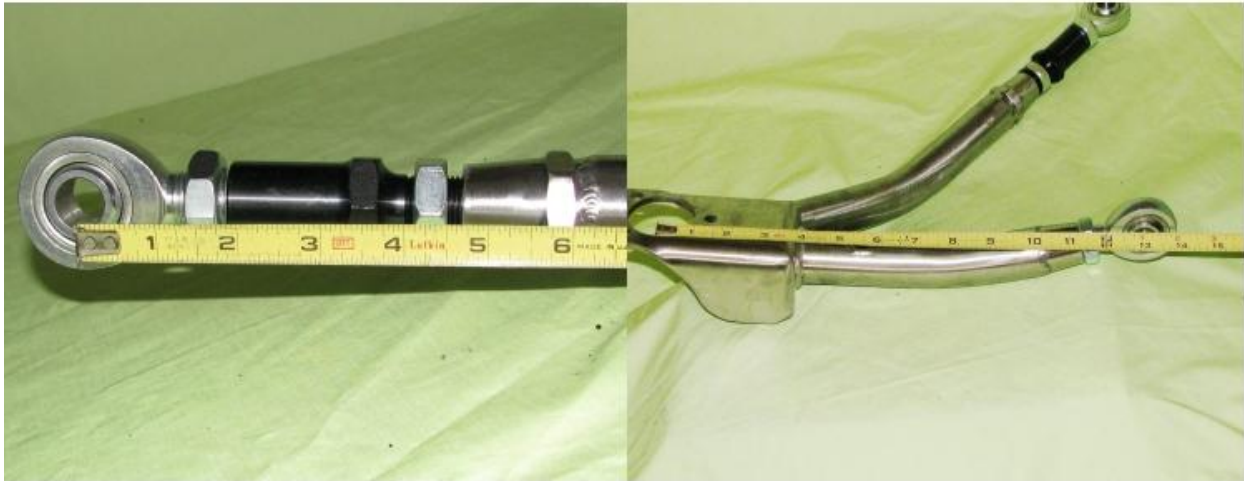
Moving on to the lower control arm you will need to check a couple of dimensions before installing your control arms on the car. With a tape measure double check the measurement from the center of the ball joint to the center of the "main" arms rod end. This should be 13", if the dimension is correct double check that the jam nut is tight. (see page 5 photo)

Install your new ball joints with the provided hardware. Note that if your ball joint boot does not want to stay secured between the housing and the arm you may need to use a small piece of sand paper to scuff the underside of the contact area. The powder coating becomes too slippery, the slight scuffing will allow enough friction to hold the ball joint boot securely.

*This product is an aftermarket component that was not designed by the vehicles manufacturer for use on this vehicle. Therefore the buyer assumes all risk of any damage caused to the vehicle/person during installation or use of any and all Church Boys Racing LLC. products/components*

[www.churchboysracing.com](http://www.churchboysracing.com)

[type text]



When trying to mount the forward arm it is easiest to lengthen the adjustment to allow for the 1/2" mounting bolt to align. Once you have the main arm and forward arm mounted adjust the link adjuster to 4-3/4" measured from the center of the rod end to the end of the threaded tube.

This is only a preliminary adjustment to get you to the alignment shop. Double check that your jam nuts are tight. Now that your tubular control arms are in place tighten all the hardware for the frame plates and mounting bolts.

When making adjustments you must insure that you have a minimum of 3/4" thread engagement with the rod end to link adjuster and adjuster to the tube.

#### Contents:

- |                                  |                                       |
|----------------------------------|---------------------------------------|
| -2 frame plates                  | -10 7/16" bolts/nuts <i>not shown</i> |
| -1pr. 62-67 nova ball joints     | -4 Chromoly rod ends                  |
| -1pr. New lower eccentric bolts  | -2 1/2" grade 8 bolts                 |
| -4 Forward arm spacers           | -4 Main arm spacers                   |
| -2 Link adjusters                | -6 3/4 Jam nuts (2L.H. 4R.H.)         |
| -1pr. Tubular lower control arms |                                       |

*This product is an aftermarket component that was not designed by the vehicles manufacturer for use on this vehicle. Therefore the buyer assumes all risk of any damage caused to the vehicle/person during installation or use of any and all Church Boys Racing LLC. products/components*

[www.churchboysracing.com](http://www.churchboysracing.com)



## Tubular Upper Control Arms



Your new Church Boys Racing LLC upper control arms come fully assembled, greased and are ready to bolt on right out of the box. We use a very high quality ball joint with tight tolerances, once the grease is installed it is very hard to squeeze more into the joint. It is not necessary to push grease thru the joint and out of the boot as this will only attract unwanted dirt and debris to collect.

Properly uninstall your stock upper control arms, shocks, springs (*with the use of a spring compressor*) and spring perch. Once everything is removed you will be able to simply bolt up your new upper control arms using the factory bolt holes. Using the supplied 7/16" bolts, bolt up your arms with the arrow facing toward the front of the car. Torque your mounting bolts to 80 lbs/ft, it is recommended that a form of Loctite is used as well.

*This product is an aftermarket component that was not designed by the vehicles manufacturer for use on this vehicle. Therefore the buyer assumes all risk of any damage caused to the vehicle/person during installation or use of any and all Church Boys Racing LLC. products/components*

[www.churchboysracing.com](http://www.churchboysracing.com)

[type text]



With your new upper control arms in place you can now re-install your spring perch spring and shock. The use of a coil spring compressor is highly recommended! If you are using a coil over system you will not need the spring perch.

When installing your new upper control arms with the stock spring and shock set up be aware that your ride height will be lowered by approximately  $\frac{3}{4}$ -1.0 inch, depending on the condition of your springs. This is due to the lowered inner pivot.

Before you bolt up your spring cover you will need to unbolt the rubber stop, rotate it 180 degrees and re-bolt it back up. This is to better align the rubber stop with the new upper ball joint housing. If you have selected a wide series of tire to run on the front you will want to use a grinder to clearance the small lip that runs along the bottom perimeter of the spring cover. In extreme cornering, depending on your alignment settings and overall ride height of your car, it is possible for the tire to make contact with this lip.

Please be aware that when using your Church Boys Racing LLC. Upper control arms with the matching lower control arms you will see an increase in Positive caster (4-5 additional degrees). Positive caster will provide your car with high speed stability. At the same time your slow speed turning effort will also increase. In an effort to reduce the turning effort your alignment shop can adjust for a little less caster. When doing so it is a must that you maintain a minimum of  $\frac{3}{4}$ " thread engagement in the lower arms forward link adjuster.

*This product is an aftermarket component that was not designed by the vehicles manufacturer for use on this vehicle. Therefore the buyer assumes all risk of any damage caused to the vehicle/person during installation or use of any and all Church Boys Racing LLC. products/components*

[www.churchboysracing.com](http://www.churchboysracing.com)

[type text]



**Upper Ball Joint Adjustment** (not needed to be done when new)

- Properly support the car and disconnect the upper control arm from the spindle
- Remove the retaining clip for the locking plate on the upper ball joint.
- Remove the locking plate.
- Turn the hex cap down until a slight drag (zero lash) is felt on the ball joint stud.
- Place the locking plate over top of the adjusting nut, back off the nut until the locking plate aligns with the locking groove.
- Re-install the retaining clip, apply grease and re-install your spindle.

**NOTES:**

*This product is an aftermarket component that was not designed by the vehicles manufacturer for use on this vehicle. Therefore the buyer assumes all risk of any damage caused to the vehicle/person during installation or use of any and all Church Boys Racing LLC. products/components*

[www.churchboysracing.com](http://www.churchboysracing.com)