



INSTALLATION INSTRUCTIONS

REAR LOWER CONTROL ARMS PART No. # SSM-1313

FITS : GM G-Body styles 1978 - 1987

BUICK : Grand National , GNX , Regal , T-type , Turbo-T .

CHEVROLET : Malibu , Monte Carlo , El Camino .

PONTIAC : Tempest , Lemans , Grand Prix .

OLDSMOBILE : Cutlass , Hurst/Olds , 442.

PLEASE WORK SAFELY !

For maximum safety, please perform this install on a level surface with vehicle's both front wheels blocked.

PREPARATION FOR INSTALLATION

- Please confirm that these control arms will fit on your vehicle from the list of cars above. If your car is not listed above, please contact the *Tech Service dept.* where you bought them, for confirmation on fitment before starting installation.
- Raise only the rear of vehicle, by supporting chassis just in front of the lower control arms on vehicle. Be sure to use only approved support jack stands that can handle the weight and meet the requirements of your car's load capacity.
- Then double check to make sure your vehicle is secure when raised in the air, with both front wheels blocked, and car is safely supported in the air by proper jack stands supporting the vehicle.
- Raise rear of car high enough to allow rear axle to hang all the way down with rear tires off the ground, hanging in the air. *Do not put any support blocks or jack stands under the axle. The rear axle must hang down all the way, while up in the air.*

INSTALLATION STEPS

- STEP 1.** After car is raised as noted above, remove both rear wheels and apply penetrating oil or some type of *Rust Release* lubricant to all mounting bolts on the Rear Lower Control Arms. Apply now to both sides, allowing enough time to soak into the threads before removal.
- STEP 2.** Remove the rear Sway-Bar, and set aside for now. This will be reinstalled at a later point.
- STEP 3.** Allowing your rear axle to hang all the way down freely, now place a floor jack under the center of differential, to move rear axle up & down, as needed , when removing the bolts from the rear lower control arm. At this time , Remove both Rear Lower Control Arms.
- STEP 4.** After removing both factory stock Rear Lower Control Arms, we recommend cleaning both mounting bracket areas on car with a wire brush, removing any dirt & debris. Then, wipe down both mounting locations on car body with a good quality chassis lube, or grease. This will help ease your installation of your new rear lower control arms into place.

STEP 5. Next, look in supplied hardware kit and find the two (2) thin white *Nylon-Washers* supplied. *These will be placed on both sides of bushing sleeves in control arms. Place these white Nylon-Washers* on the outsides of control arm sleeves. *Over-top* of the steel tube sleeves, and against the ends of the white bushings. Do this *BEFORE* installing arms into car body.

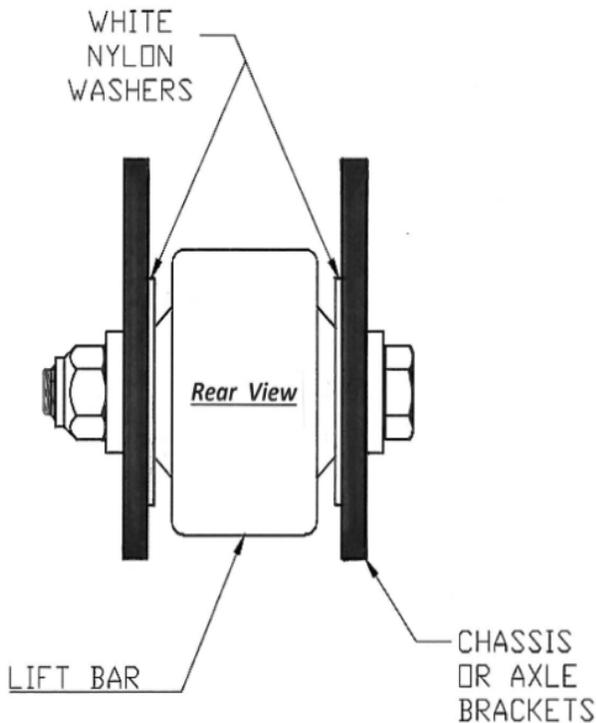
See Proper Nylon Washer Placement in Photo Below



PLEASE NOTE : The thin Nylon washers help hold the grease inside the bushings keeping them lubricated. For Maximum life, the Delrin bushings must stay lubricated frequently with a synthetic grease.

Installation Tip : Put a small dab of grease on ends of bushings to help hold washers onto sides of bar, to install.

[Drawing below shows nylon washer placement on arms when mounted into brackets, rear view, between the black plates.]

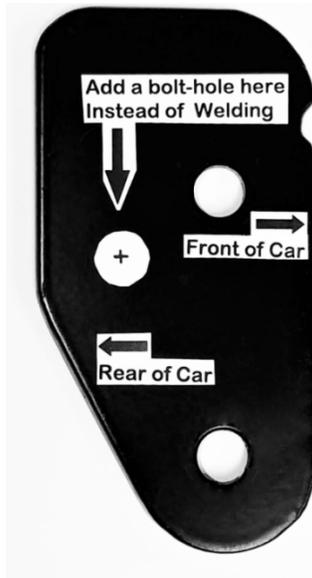


PLEASE NOTE

- *The Nylon Washers will help hold the grease inside bushings on & all around the steel sleeve, improving flex.*
- *These Delrin bushings need greased Frequently , to keep performing at their best. (i.e. W/ Every oil change)*
- *Only use synthetic grease like "Lithium Grease" or a good marine grade of grease on your Delrin bushings !!*

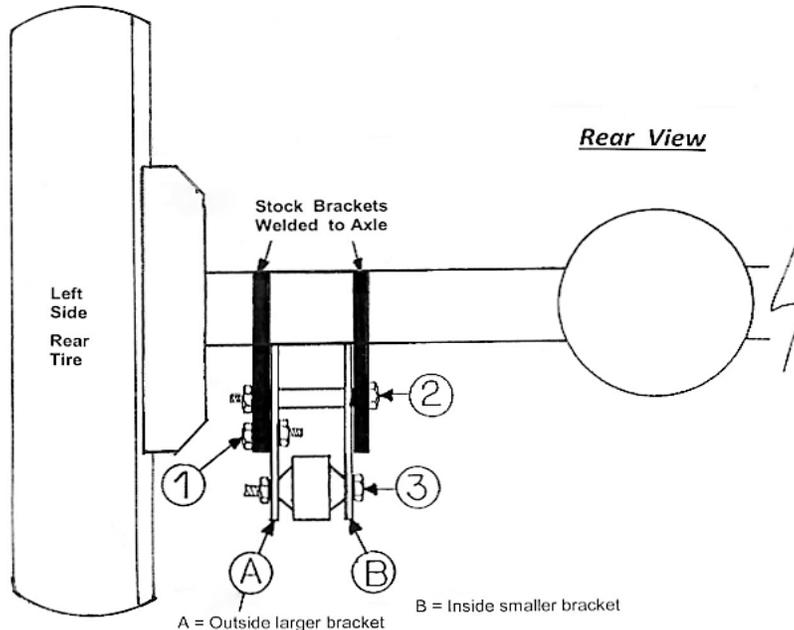
STEP 6. Now install a new lower control arm in the front mount only at this time, and do so on both sides of the car. **Note :** *Finger Tighten Only on the Mounting Bolts per each side.*

STEP 7. Next, install Four (4) black mounting plates onto the rear axle factory arm brackets. These are what you will attach new control arm into with Grade 8 hardware supplied.



Note : Optional Bolt-hole can be added to rear of plates , as shown above , **Instead of Welding !**
This bolt is needed if *Not Welding*, to prevent brackets moving when launching hard.

See Drawing below for Black Bracket Placement



- 1. Bolt added instead of Welding
- 2. Bolt through all 4 brackets & Steel tube-sleeve
- 3. Bolt through black brackets & lift bar with nylon washers

STEP 8. Next , install the back of rear lower control arms as the drawing above illustrates, by swinging up back of control arm and mounting between the plates, as above shows.
*** Make sure you remember to install the white nylon washers first over bushing sleeves.*

STEP 9. When attaching the bigger black mounting plates on the “Inside”, you will need to Drill a Hole in the plate to add your 7/16” bolt , if Not Welding.

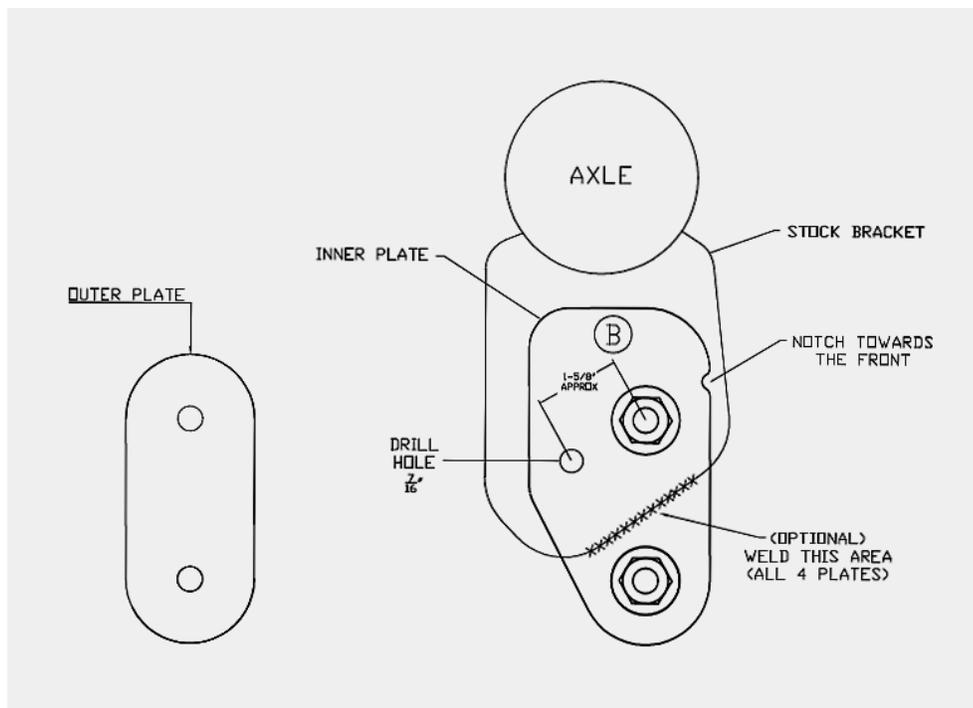
** See Below for hole placement*



Drill your additional hole here for 7/16” bolt or larger, if Not welding.

STEP 10. At this time , *Double-Check* making sure that your control arm brackets have been installed correctly on your car and the small notch is facing to front of the vehicle , and smaller brackets are on the “outside” with the larger brackets on the “inside”.

STEP 11. Be sure to only “*Finger Tighten*” all hardware on control arms at this point.....
NOTE: No mounting hardware should be torque down or tightened down YET !



STEP 12. The sway-bar mounting holes should have Lower hole most forward & Upper hole in the back , of control arms facing forward , after both lower arms have been installed.

STEP 13. Now that *BOTH* sides of rear lower control arms have been installed now, and still only “*Finger-Tight*”, Re-install rear sway-bar on the new rear lower control arms , and then go ahead & torque down **ONLY SWAY-BAR** Fasteners now, to 65 ft./ lbs. of Torque.

NOTE : Only the sway-bar hardware should get tightened down now.
 Leave all remaining mounting hardware still only - “ *Finger-Tight* ”

STEP 14. Replace tires back onto car and remove from all jacks, jack stands & blocks. Lower the car back down to the ground, letting vehicle sit on four tires, and on its own weight. At this time, your car should be on level ground sitting on all four tires. Now, tighten down all control arms mounting bolts & lock nuts with wrenches & sockets nice and secure to required Torque specs.

**** All Mounting Hardware Bolts & Nuts should now be torque down to 70 ft./ lbs. of Torque ...****

Remember, grease control arm zerk fittings on arms FREQUENTLY , with synthetic grease ONLY !

******* *RACERS PLEASE NOTE* *******

WELDING IS OPTIONAL & NOT REQUIRED !

**BECAUSE OUR LIFT BARS ARE APPROVED AND LEGAL TO USE
IN NHRA & IHRA STOCK DIVISIONS AS BOLT-ON LIFT BARS ONLY !**

**ALL STOCK RACE DIVISIONS, DO NOT ALLOW WELDING.
THEY REQUIRE CONTROL ARMS/ LIFT BARS BE BOLT-ON ONLY !**

IMPORTANT FINAL TIP !

Only use Synthetic grease on these Delrin bushings. Petroleum based grease will eat away at the bushings. You will actually be doing more harm than good by greasing your Delrin bushings with the wrong kind of grease. When taking your vehicle to get it serviced, remember to inform all technicians to use synthetic grease only on control arms & lift bars.

YOU'RE NOW READY FOR A ROAD TEST !

