



Steering, Brake & Suspension Specialists

#6267TCA-UK Installation Instructions for 1962-67 Tubular Upper Control Arms

Parts List:

- 2 ea Left Upper Control Arm Assembly
- 4 ea 7/16-20x2-1/2 grade 8 Bolts
- 4 ea 7/16-20 grade 8 Lock Nuts
- 4 ea 7/16 Flat Washers

Options:

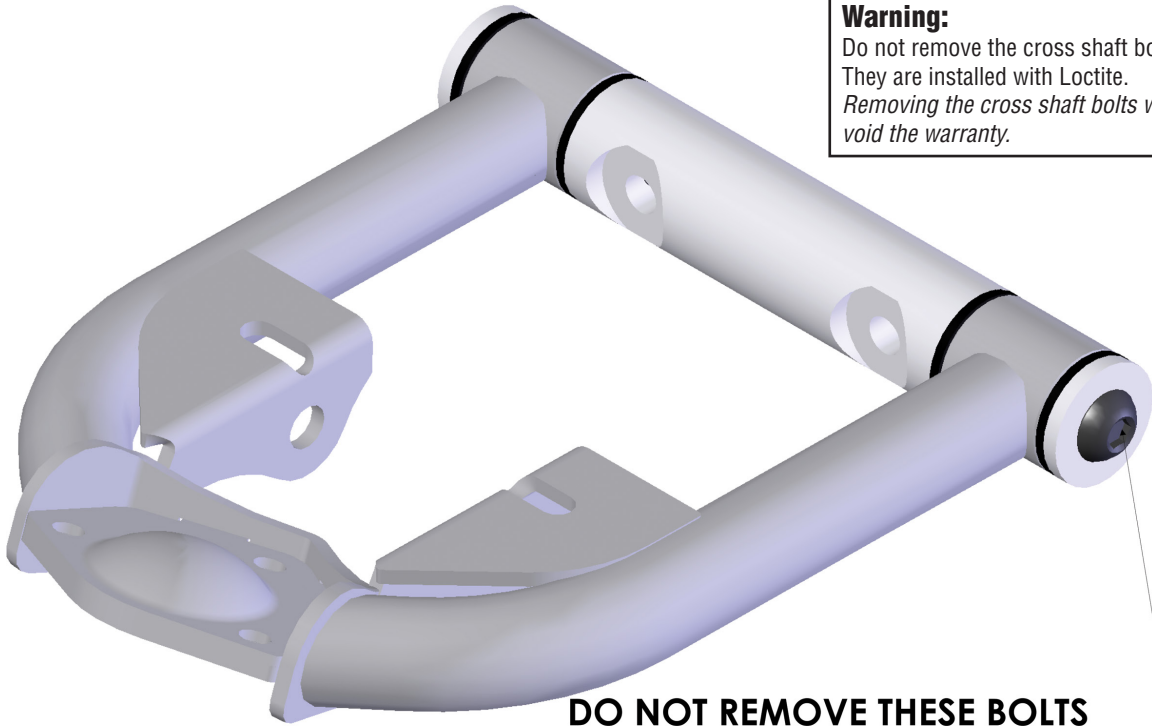
CPP recommends using the coil over spring and shock kit part numbers; #6267COK-SA single adjustable shock, and #6267COK-DA double adjustable shock. CPP also recommends the tubular lower arm conversion kit part number; #6267TCA-K.

Instructions:

1. Remove the original upper control arms.
2. Install the new upper control arm assemblies. CPP recommends using new coil perches (part# 6267PCH-R rubber or #6267PCH-P PolyPlus).
3. Have the car professionally aligned.

Note:

- These control arms are 3/16" shorter than stock in order to provide a larger range of adjustment.
- It may be necessary to shim the cross shafts.
- The coil perch mount is slotted to accept both the rubber and PolyPlus type spring perches.
- When running drop spindles with CPP 10.75" brake kit and tubular upper control arms on 1962-67 Novas, CPP recommends using disc bracket kit #6267DBK-DSTCA.



Warning:

Do not remove the cross shaft bolts. They are installed with Loctite. Removing the cross shaft bolts will void the warranty.

**DO NOT REMOVE THESE BOLTS
THEY ARE INSTALLED WITH LOCTITE**

GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.