Detroit Speed, Inc.
Tubular Lower Control Arms
1973-1977 A-Body
P/N: 031207

The DSE Tubular Lower Control Arms replace the stock lower control arms on 1973-1977 A-Body applications. We have taken great pride in designing, developing, machining, and fabricating this product. The tubular lower control arms are shipped complete with lower ball joints, steering stops, and greaseable Delrin™ bushings. They are shipped ready to install on the vehicle.

Quantity	Description
1	RH Lower Control Arm
1	LH Lower Control Arm
2	Castle Nut (Installed on ball joint)
2	Cotter Pin (Installed on ball joint)
2	Jounce Bumper (Installed on control arm)

Fastener Torque Specifications	
Application	**Torque (ft-lbs)**
Control Arm to Frame	90
Lower Ball Joint	50

1. Secure the vehicle on jack stands and remove the front wheels.

2. Remove the sway bar end link assembly from the lower control arm. Unless replacing, save the bushings and hardware for reinstallation.

3. Separate the lower ball joint from the spindle. **CAUTION:** The springs are under tension, so a proper spring compressor must be used.

4. Remove the two bolts that secure the lower control arm to the subframe.

5. Remove the lower control arms from the subframe.

6. Install the new control arm using the factory hardware or the newly obtained hardware. Torque the bolts between the control arm and the subframe to 90 ft-lbs.

7. Install the coil spring. **NOTE:** Use the appropriate spring compressor to install the coil springs.

8. Insert the lower ball joint stud into the spindle. Thread the supplied ½"-20 castle nut onto the lower ball joint stud. Tighten the nut to the manufacture torque recommendation of 50 ft-lbs and install the cotter pin. Make sure to bend the cotter pin after sliding it through the ball joint to insure it does not slide out of the ball joint.

9. Reinstall the sway bar end link hardware. Make sure the sway bar end link bolt is installed with the threads pointing upward.

10. **The Tubular Lower Control Arms are shipped without grease.** Be sure to grease both the ball joints and the Delrin™ bushings. Detroit Speed offers Driven Extreme chassis grease available as P/N: 140103 if needed.

11. Due to possible interference between the Tubular Lower Control Arms and the tie rod adjuster sleeve, Detroit Speed recommends replacement of the factory sleeves with our Billet Tubular Tie Rod Adjusters (DSE p/n: 090102B).

Figure 1 – Billet Tie Rod Adjusters

12. Installation is now complete. A professional alignment must be performed at this time. If using the DSE Tubular Upper Control Arms as well, we suggest using the alignment specifications shown in Figure 2 below. If not, factory alignment settings will be used. Note: The specifications listed below are listed as nominal setting with an acceptable range in parentheses.

Alignment Specifications	
Camber	– 0.3° (– 0.2° to – 0.7°)
Caster	+ 4.2° (+3.7° to +4.7°)
Toe	1/16" Toe-in (1/32" to 3/32")

Figure 2 - Suggested Alignment Specifications

If you have any questions, please call Detroit Speed, Inc. at (704) 662-3272.

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