Chevy 49-54 Lower control arm installation instructions

Covers both air ride, static, and upper shock mount installation

- Raise vehicle and place vehicle on jack stands supporting chassis.
- Slightly support lower control near outer edge of lower control arm.
- Remove lower shock plate, remove upper shock nut, and remove shock from control arm / chassis.
- Remove spring in whatever manner you feel comfortable. –While the spring under slight tension, disassemble the upper control arm to spindle outer pivot and let the jack down to remove the spring is our preferred method. Just be mindful of the brake line as you let the jack down.
- Once the spring removed, re install the upper control arm to spindle outer pivot bolt. Remove the lower control arm to spindle outer pivot.
- Remove the spindle from the lower control arm.
- Support the upper control arm and spindle assembly up. We use a block of wood between the top of the crossmember and the upper control arm.
- Holding or support the lower control arm with a jack, remove the 4 inner pivot bolts bolting the lower control arm cross shafts to the chassis.
- Remove the control arms once hardware is removed.
- With the lower control arms removed and the upper control arms supported / out of the way; clean stock crossmember where stock upper droop stop contacts.
- Layout the cut work needed on the droop stop based on the photos below.
- Cut droop stop.
- Clean up and prep to install plate provided. *If using our air ride kit, it is recommended to position our upper bag cut in the coil pocket, with a bolt through the plate to box the droop stop back in.
- Weld out droop stop plate.
- Weld the factory crossmember seam up for additional structure.
- Bolt JG lower control arms to factory lower control arm location using Grade 8 7/16 x 1 ¼ provided hardware. Hardware pointed upward seemed easier to tighten.
- Forward edge of JG LCA (Lower control arm) has shock mount on it.
- Install stock lower control arm bolt through JG LCA into stock spindle, re install nut to the rear side of the LCA.

If installing our JG-USM (upper shock mount), do so now at this point prior to install coil springs or air bags.

Installing JG-USM –

We removed the bumper brackets to allow for an easier install. It may not be necessary but did seem to help and allow us to prep the frame more thoroughly.

- Loosely bolt the "shark fin" tab with two holes on it. Be sure to have the "shark fin" bolted to the bottom of the upper shock mount. This will allow for the removal of the crossmember in the future if needed.
- Position the upper shock mount and shark fin to the crossmember.
- Trim stock inner fender slightly to allow the shock mount to sit flush on the top of the stock frame rail. **See attached photos for specific measurements**
- The vertical portion of the shock tab will sit flush with the edge of the frame rail.
- The shark fin will position against the back of the coil pocket. Mark approximate location, remove mount and prep crossmember / frame rail for weld work.
- Re position upper shock mount and shark fin assembly to chassis. Tack in place.
- Weld out, you can leave bolted together if you choose. **We recommend removing the hardware to ensure you don't melt the nylon out of the Nylock nuts provided in the kit.*
- Paint bare metal / weld work.
- Install shock bolts. The hardware on LCA goes from inside the control arm forward with ½ spacer between the LCA and shock absorber. The washer goes to the outside of the shock bushing.
- Upper shock bolt can be installed forward or rearward, as long as washer is on the front face of the shock, spacer between rear edge of shock and face of shock mount. This will ensure the correct clearance to the chassis.
- Front lip of stock crossmember will need to be trimmed to clear the shock bolt on the inside of the arm as it travels upward.

Shock mount is designed and intended to clear stock inner fender well and allow for the usage of stock air ducts.

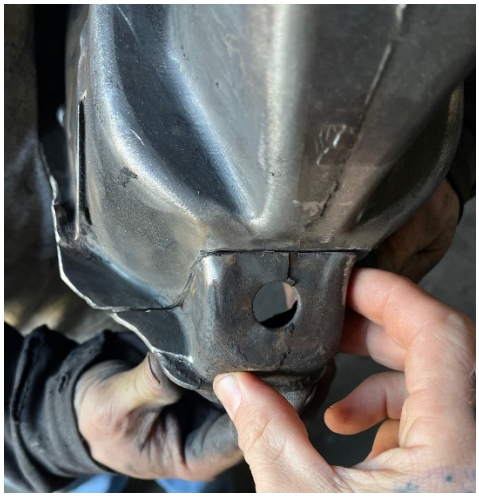
Installing JG-UBM

We recommend taking a grinder with a flapper disc to the inside of the stock coil pocket and grinding all sharp edges and smoothing out the surfaces to ensure there are no points of contact / concern on the stock crossmember. Minor trimming may be needed once bag is final installed and cycled.

- Install air fitting into air bag. We recommend the use of Anaerobic Gasket Maker from Permatex 51813
- Install air bag onto bag cup using provided 3/8 x ¾ flanged bolts

- Loosely hold the assembled bag cup near the stock crossmember. Route airline through stock upper shock location in crossmember. Install airline into fitting. Pull air line up in order to help seat push to connect fingers.
- Install bag cup up into crossmember. Bolt into previously install droop stop plate.
- Cycle LCA up and install single bolt through LCA into center bolt hole on air bag.
- Place jack under control arm and cycle up. Once airbag fully collapsed vehicle will pick up of jack stands. Tighten lower air bag bolt at this point in time.

Final once over torque on all components previously installed at this point in time to ensure there are no components left loose. Verify both upper and lower control arms are tight. Verify upper and lower shock bolts tight. Verify lower air bag bolt and bag cup retaining bolt tight. VERIFY BAG CLEARNACE THROUGH ALL OF THE SUSPENSION TRAVEL!!!



Crossmember modification.

Prior to taking vehicle off jackstands, remember to inflate (air) air bags up. Air bags are still a spring, they just allow the adjustability of spring pressure. Failure to inflate the air bags prior to taking vehicle off jackstands will leave the vehicle high centered on the jack.

We do our very best to ensure all components work together properly, but there are instances we are unable to foresee. Once fully assembled, cycle your suspension to verify clearance around the air bag and ensure there is no unusual binding. Feel free to reach out with any concerns. We strive to provide you with a product that will provide an easy install with a product that will stand the trials of the road.

Replacement part numbers

- 10 5/8 collapsed length uses a 32369 Monroe shock absorber
  IF 32369 Unavailable, 31542 or 31089 CAN be used with modifications to inner sleeves
- 12” collapsed length uses a 31000 Monroe shock absorber
- Shock bolts 31001
- Lower control arm bushings 2006G from Energy Suspension
- Air bags Universal Air AirHouse minis
- Air bag fitting is ¼ NPT