Steering, Brake & Suspension Specialists

# #5557FCO-N-K Narrowed Tubular Control Arm Coilover Kit

## For 1955-1957 Fullsize Chevy Car

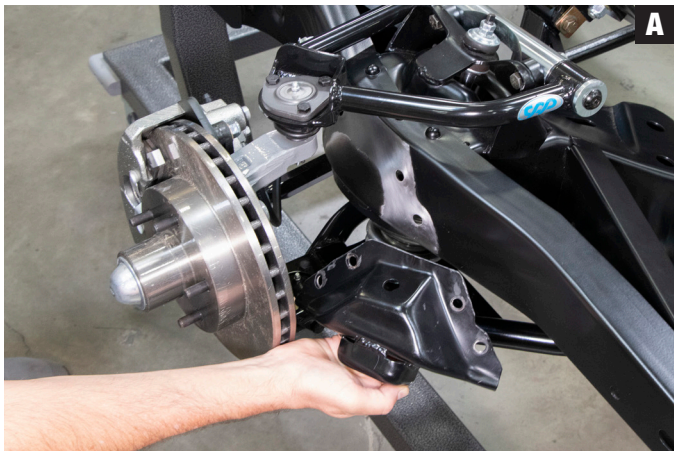
CPP's Narrowed Tubular Control Arm Coilover Kit decreases the track width by 1.5" per side to allow a larger variety of wheels. The arms can be used with stock spindles, CPP Corvette Style Spindles or CPP Economy Drop Spindles (CPP Economy Drop Spindles will move wheels out 3/16" per side). The use of other spindles may be possible but are likely to limit toe adjustment.

***Note:** Due to the narrowed width of the lower control arms, this kit is not designed for use with a front sway bar. The narrowed tubular control arms are also only designed for use with coilovers.*

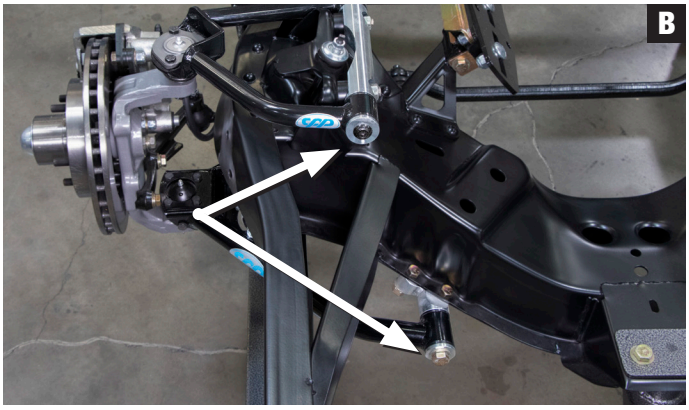
## INSTRUCTIONS:

**1.** Begin by safely removing the existing upper and lower control arms, coil springs, shocks and sway bar (if equipped).

**2.** CPP recommends removing the factory bump stop brackets as they will interfere with the spindle during suspension travel. (Photo A)




**WARNING:** Do Not remove the cross shaft pivot bolts on either the upper or lower tubular control arms; they are installed with Loctite. Removing the cross shaft bolts will void the warranty. (Photo B)




**3.** Install the upper and lower control arms.


**4.** Assemble the coilover and install the stud into the factory upper shock mount.

**5.** Secure the coilover to the lower control arm using the provided hardware.

**6.** Install the spindle.

**7.** To narrow the overall steering linkage, install the supplied CPP billet tie rod adjustment sleeves. These billet sleeves are shorter to allow the necessary toe adjustment.

**8.** Once the installation is complete, torque all necessary hardware to its proper spec.

**9.** After adjusting the preload on both coilovers to set the desired ride height, have the car professionally aligned.

**NOTE:** CPP offers factory-width tubular control arms that work with a front sway bar, most stock or aftermarket Tri-Five spindles and do not require the factory bump stop to be removed (PN: 5557TCA).

| 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.*

**WARNING**: Cancer and Reproductive Harm www.P65Warnings.ca.gov



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REV: 08/28/2023

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# #5557PTSBK / #5557PTSBK-U - Instructions

## for 1955-57 Fullsize Rear Pro-Touring Sway Bar Kit

#5557PTSBK SHOWN

### Notes:

This kit is designed to work with both stock( seamed and seamless style) and modified (spring pocket kit) passenger car and wagon frames. Will fit stock, 10/12-bolt, and Currie "OE-style" 9-in rear end housings. On offset centersections, however, you may need to accomodate off-center mounting by shimming the end links accordingly (pointed out in steps below).

***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 to 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.***

### Instructions:

1. If possible, perform the job with the vehicle under its own weight (on ground or drive-on lift); otherwise, safely support using jack stands so suspension is loaded.

2. Coat the pivot bushings with supplied grease and install onto sway bar. (Fig. A-B)


A


B

3. Position the mounting brackets around the bushings, and with the U-bolts and axle saddle brackets set in place, mount sway bar onto the rear end. The dip in the bar will point downwards. ( Fig. C)


C

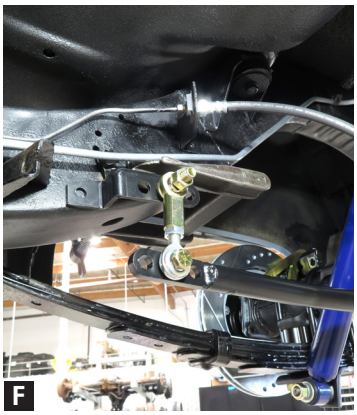
4. Assemble the Heim joint end links and loosely attach to the sway bar and frame brackets (start off with center holes). See illustration for adjustment notes. ( Fig. D)


D

5. With the vehicle at ride height (or suspension compressed/loaded to emulate ride height), rotate the sway bar parallel to the frame and/or ground to determine where the link brackets will attach to the framerails. On wagons, you will need to rotate the axle brackets further forward (approximately 180° from the brake line tab on passenger side) to avoid the bar hitting the fuel tank upon severe suspension compression. (Fig. E)


E

6. Once the brackets are positioned (single hole on bracket points towards the front; end links perpendicular to sway bar), clamp to the framerails and mark the three holes for drilling. (Fig. F)


F


G

7. Using the mounts as guides, drill 3/8" holes on each side. (Fig. G)

8. In order to insert the nut tab inside the framerail, drill an 11/16" or larger hole in line with the bracket holes. To mark the position for drilling, with the frame bracket removed, hold nut tab against corresponding mounting holes. (Fig. H-I)


H


I

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# #5557PTSBK / #5557PTSBK-U - Instructions

*(Continued)*

**9.** Insert the nut tab into the framerail and line up with the corresponding mounting holes; bolt the frame brackets in place using the provided 7/16" bolts, flat washers, and lock washers. (Fig. J)


J

**10.** Adjust the end links as necessary and securely tighten. (Fig. K)


K


L

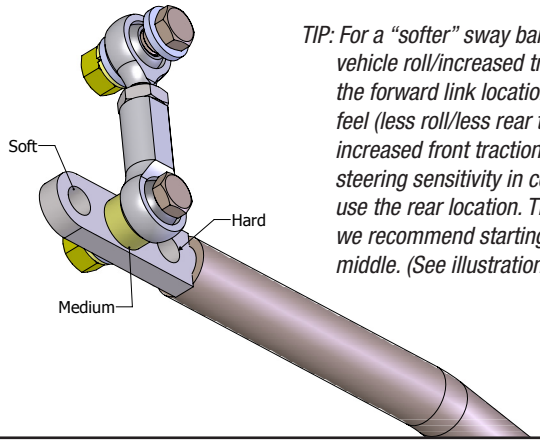
**11.** With the sway bar positioned, securely tighten down the axle clamps. (Fig. L)

**12.** Billet axle clamps are also available with the #5557PTSBK-U kit. (Fig. M)


M

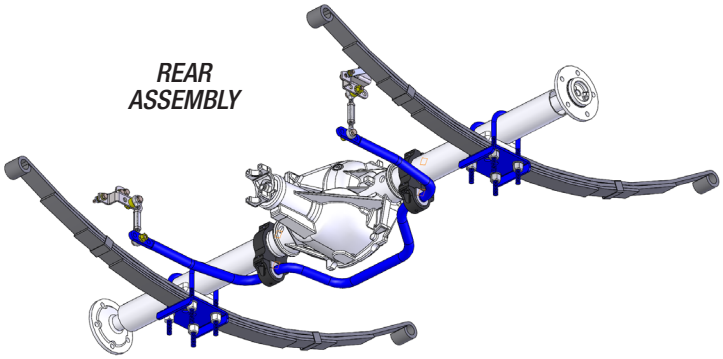
**13.** Road test the vehicle so you can familiarize yourself with the new handling characteristics.

## SWAY BAR ADJUSTMENT




*TIP: For a "softer" sway bar (more vehicle roll/increased traction), use the forward link location; for "firmer" feel (less roll/less rear traction/ increased front traction/increased steering sensitivity in cornsers), use the rear location. This is why we recommend starting ou in the middle. (See illustration)*

*REAR ASSEMBLY*



**GENERAL TORQUE SPECIFICATIONS:**

| | | | | | |
|---|---|---|---|---|---|
| 1/4" | grade 5 | 10 lb/ft | 1/4" | grade 8 | 14 lb/ft |
| 5/16" | grade 5 | 19 lb/ft | 5/16" | grade 8 | 29 lb/ft |
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| 7/16" | grade 5 | 54 lb/ft | 7/16" | grade 8 | 78 lb/ft |
| 1/2" | grade 5 | 78 lb/ft | 1/2" | grade 8 | 119 lb/ft |
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| 5/8" | grade 5 | 154 lb/ft | 5/8" | grade 8 | 230 lb/ft |

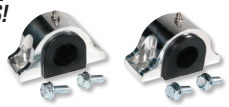
*NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.*

**RECOMMENDED PRODUCTS TO ASSIST YOUR INSTALL:**

**AVAILABLE IN BLACK, BRUSHED & POLISHED FINISHES!**

**REAR BILLET ALUMINUM SWAY BAR MOUNTS**

#RBM-DK - Rear Deluxe Kit (pair)



**FRONT BILLET ALUMINUM SWAY BAR MOUNTS**

#FBM25 - Front (pair)



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# #5557TCA-LK - Tubular Control Arms Instructions

*for 1955-57 Fullsize Chevy Car*

## Parts List:

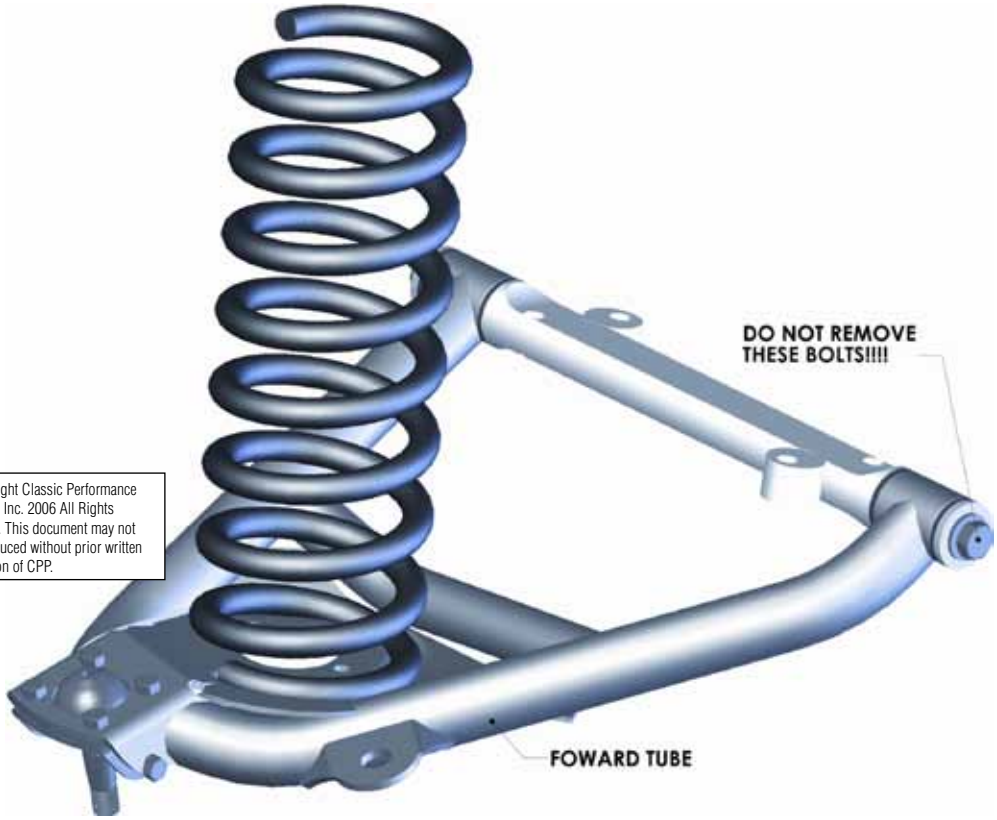
| | |
|---|---|
| 1 ea | Left Lower Control Arm Assembly |
| 1 ea | Right Lower Control Arm Assembly |
| 4 ea | 5/16-18 Speed Nuts |
| 4 ea | 5/16-18x1 1/2 Gr. 8 Bolts |
| 4 ea | 5/16 Flat Washers |
| 4 ea | 5/16 Lock Washers |

## Warning:

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

## Instructions:

1. Remove the original lower control arms and cross shaft assemblies.
2. Install the new lower control arm assemblies. The long tube with the sway bar mounting tab will be towards the front of the car. CPP recommends using new ball joints (part # FA219).
3. Install the coil springs. CPP recommends using new coil springs (part #FCS638 stock or #FCS638D 2" Drop).
4. Using the new 5/16 hardware, install the front shocks. CPP recommends using new shocks (part #KY-1001).
5. Have the car professionally aligned.






***For technical help call Classic Performance Products Monday thru Friday 8:30am to 5:00pm at (714) 522-2000***

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# #5557TCA-UK Installation Instructions

## for 1955-57 Tubular Upper Control Arms

### Parts List:

1 ea Left Upper Control Arm Assembly
1 ea Right Upper Control Arm Assembly

### Note:

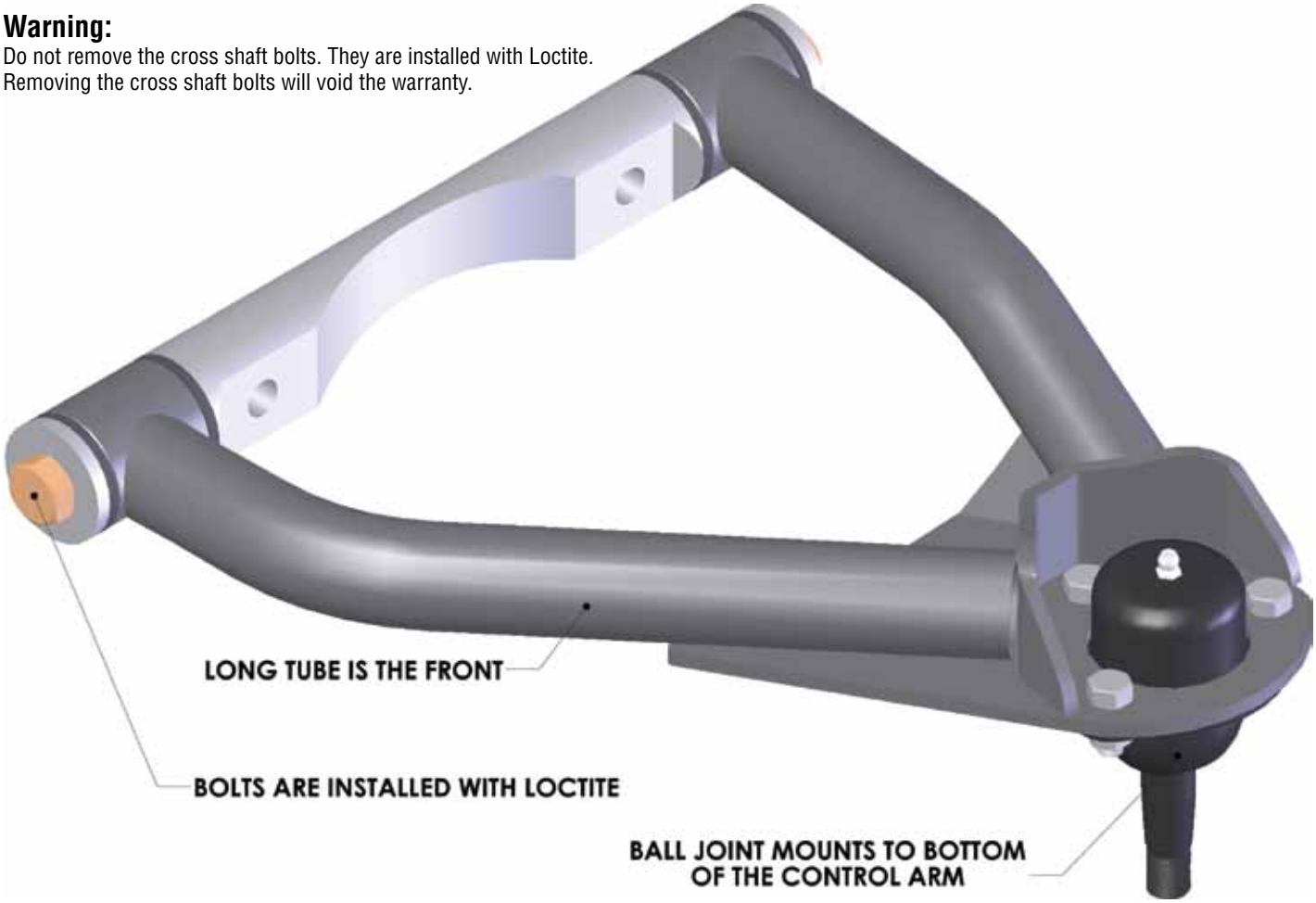
The ball joint is mounted to the bottom side of the control arm.
The control arms are built to provide 5° of caster.

### Instructions:

1. Remove the original upper control arms.
2. Install the new upper control arm assemblies. The long tube will be towards the front of the car. CPP recommends using new ball joints (part # FA500) and new bump stops (part# 3773361).
3. Have the car professionally aligned.

### Warning:

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

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# Sway Bar Installation Instructions

## 1" (#CPP594) & 7/8"(#CPP157) Front Sway Bar for 1955-57 Fullsize Chevy

***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 to 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.***

### Instructions:

1. Assemble the end links to the sway bar, and the end link bracket. Some aftermarket lower control arms have flanges to attach a sway bar. Refer to the illustration. (FIG. A)

**A. Original lower control arms (without sway bar mount):**

i. If you are using the original lower control arms you will need to assemble the end links to the sway bar and the new sway bar to control arm bracket. The dip in the bar will be down.

ii. Coat the inside of the pivot bushings with the supplied grease.

iii. Install the pivot bushings on the sway bar. Position the say bar mounting brackets over the pivot bushings so that the brackets are under the frame. The end link mounting brackets will need to be against the lower control arms.

iv. With the sway bar in position, double check the end link mounting brackets are located in the same place on each control arm. Also, make sure the sway bar mounting brackets are located at the same place on each side of the frame. The sway bar should be centered left to right.

v. Using the sway bar to control arm bracket as a guide, drill a hole in the lower control arms and bolt the bracket to the arm.

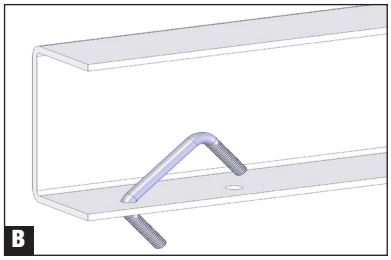
**B. CPP lower control arms, or arms with a sway bar mount:**

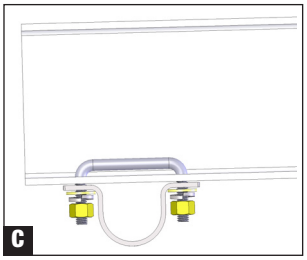
i. Assemble the end links to the sway bar and lower control arms.

ii. Coat the inside of the pivot bushings with the supplied grease.

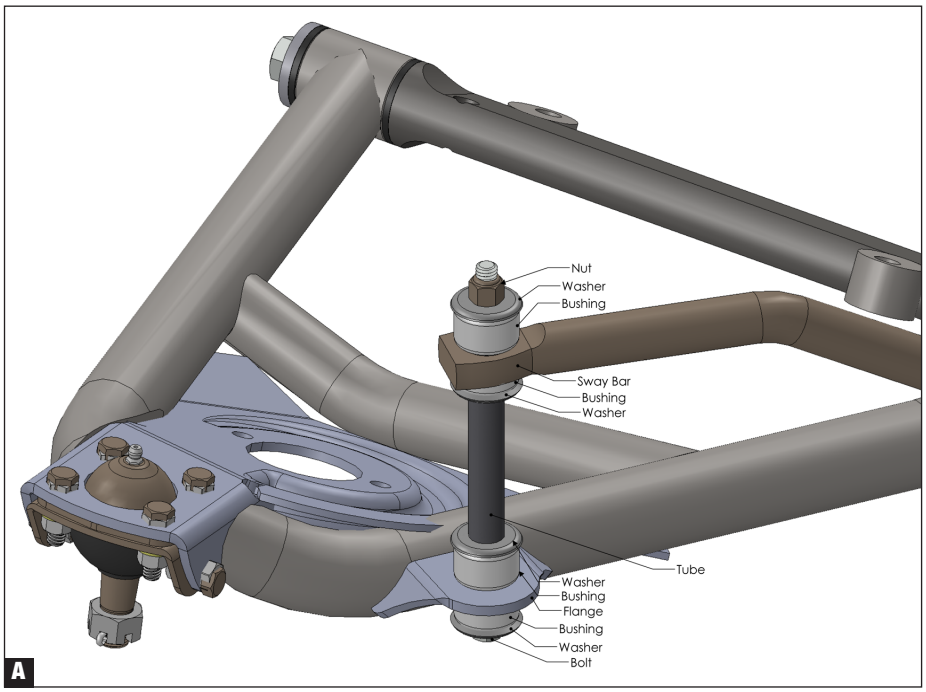
iii. Install the pivot bushings on the sway bar. Position the sway bar mounting bracket over the pivot bushings so that the brackets are under the frame.

iv. With the sway bar in position, double check the sway bar mounting brackets are located at the same place on each side of the frame. The sway bar should be centered from left to right.




2. Using the square U-bolt as a guide, mark the frame and drill the holes to attach the sway bar mounting brackets.
3. Insert the square U-bolt through the frame as shown in the illustrations (FIG. B). Using the square U-bolts and the supplied hardware attach the sway bar mounting brackets to the frame (FIG. C).
4. Install the grease fittings into the sway bar mounting brackets.
5. Be sure to road test the car so you can familiarize yourself with the car's new handling characteristics.




| GENERAL TORQUE SPECIFICATIONS: | | |
|---|---|---|
| SIZE | GRADE 5 | GRADE 8 |
| 1/4″ | 10 lb/ft | 14 lb/ft |
| 5/16″ | 19 lb/ft | 29 lb/ft |
| 3/8″ | 33 lb/ft | 47 lb/ft |
| 7/16″ | 54 lb/ft | 78 lb/ft |
| 1/2″ | 78 lb/ft | 119 lb/ft |
| 9/16″ | 114 lb/ft | 169 lb/ft |
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