Project '55 Revive

Installing Classic Performance Products' Big Brake Kit and Tubular Control Arms on a '55 Chevy

By Kev Elliott | Photography by the Author

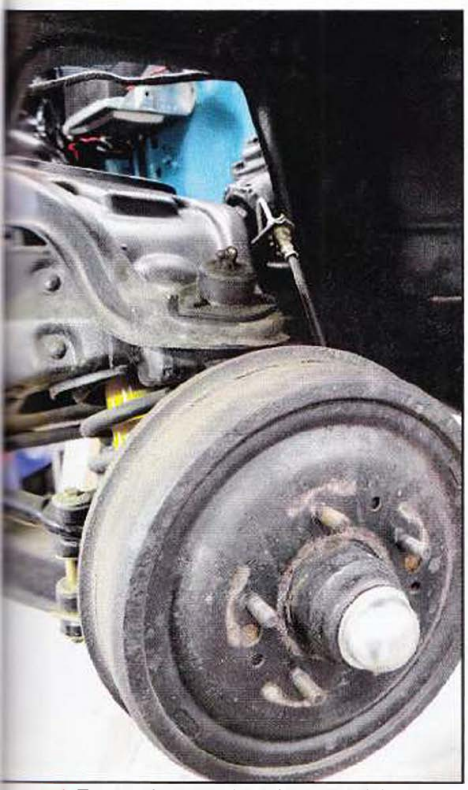
With the new rear suspension installed in Project '55 Revive, the time had come to swap out the old control arms and drum brakes up front. The steering was updated with power steering at the same time, and the frame was painted and prepped for the engine transplant with new bolt-in Classic Performance Products engine mounts. However, we're getting ahead of ourselves; here's how the new suspension and brakes went in.

CPP tubular control arms are designed to provide full wheel travel and allow 5 degrees of caster. The upper arms are made from 1-1/4-inch x 0.120 wall and the pivot barrels are 1-1/2-inch x 0.188 wall DOM tubing to eliminate distortion. The lower arms provide increased ground clearance and allow the use of sway bars. They can be installed with stock uppers and lowers, or as a complete set.

All bushings are made from a self-lubricating patented plastic, while the cross shafts and sleeves are zinc-plated chromoly. The sleeves have an interlocking design that prevents the hardware working loose. These control arm assemblies bolt on with no modifications required and will work with factory and replacement power steering. SR

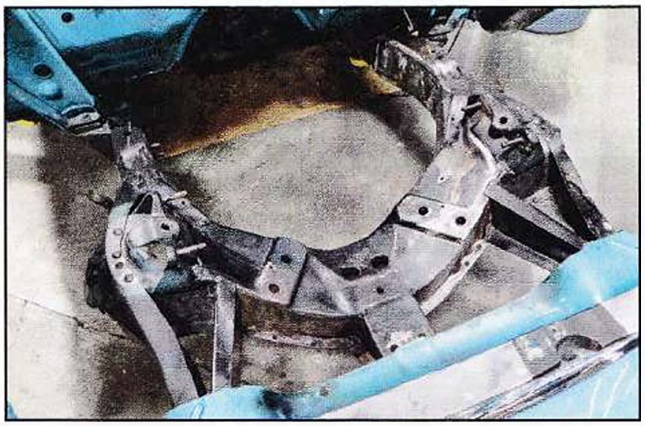
Source It

- Classic Performance Products
(800) 760-8536
classicperform.com



1. The stock pressed steel arms and drum brakes; not quite up to today's performance requirements, despite having been updated with a new sway bar and shocks.

2. With a floor jack under the lower control arm, the upper ball joint was undone to release the upper arm. With the shock absorber removed, the jack was let down slowly to release tension on the coil spring. If done carefully, this negates the need for coil spring clamps. Once all tension was released, the coil could be removed, followed by the upper and lower arms.



3. With all suspension and steering parts removed (this project will be getting a new steering box), the frame was cleaned and painted.

4. The new parts ready to install: steering box, sway bar and links, tubular upper and lower arms, shocks, coils and CCP's big brake kit.

5. The new tubular arms give 5 degrees of caster. Don't tighten the mounting bolts too tight as the alignment shop will have to undo them to add shims later.

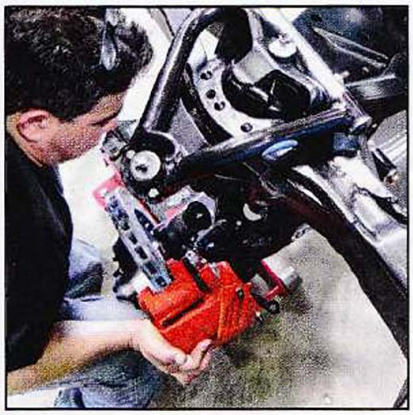
6. The lower arms mount to the underside of the crossmember using four bolts. Ensure the sway bar mount faces the front of the car.

7. The upper and lower tubular arms in position.

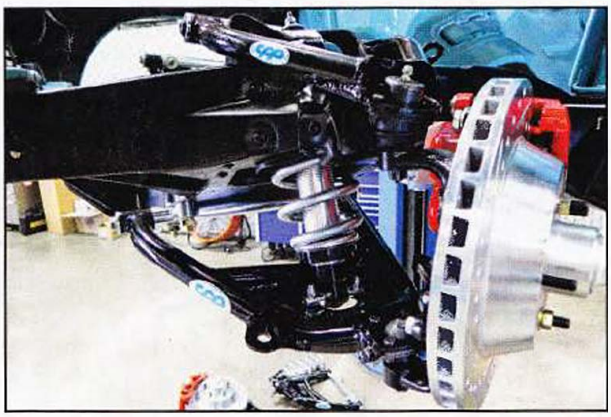
8. With the lower arms dropped down, the coilover shocks were bolted to the upper mount ...

9. ... then attached to the lower control arm.

10. With the 13-inch rotors attached to new hubs, the assemblies were installed on the spindles. The calipers were installed ensuring the bleed screws face the top, the mounting bolts torqued to 100 lb-ft. The spindles were then installed on the lower control arm ball joints.



11. Again using the floor jack, the lower arms were raised until the upper ball joint could be located in the spindle.



12. The new suspension and brakes, prior to tightening all bolts and installing cotter pins.

The completed installation. Now for the steering and alignment.