

## BOOGIE'S LOWERING BLOCK INSTRUCTIONS

First off you are gonna need to make sure your car is well placed and blocked before jacking it up and removing the front tires. I would advise giving yourself plenty of room on either side to allow the use of a rolling floor jack, this will give you room to move it in and out when replacing the lower arm assembly. Jack up the car about as high as you can comfortably, set your jack stands under the frame, on the left side near the master cylinder is a good point of reference. I also like to throw a couple cinder blocks and a few pieces of 10"x10" blocks under the frame just for insurance. Take off the wheels and set aside. Now I suppose I should have a point where you either have your blocks already made or need to measure where to drill your holes. If you already have your blocks made you will still need to follow along if that's why you're here in the first place.

Step 1. Remove the sway bar and set aside, we'll get to that later

Step 2. Remove the nuts holding the lower end of the shock absorber.

Step 3. Assuming you have your 1"x3/4"x8" blocks of T-6 aluminum stock here's where we get going. Place the jack under the lower arm; try to center it under the spring cup. Begin to jack up the lower arm assembly, don't get carried away, I got it just short of lifting the frame off the jack stand.



Step 4. You will need to remove the six rivets, either with a torch or by grinding them off...I did not need to do this as mine were already done, I would exercise some caution while doing this and in fact if at all possible after I remove one on each side I would try to install a bolt and nut just for security until all rivets were

removed, there is a tremendous amount of pressure exerted by the coil spring. After all rivets have been removed, remove the security bolts and slowly lower the jack, keep an eye on things, I stood behind the brake drum.

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Step 5. After the lower arm is lowered you can place the new 23/4"x7/16" grade bolts in their respective holes, or wait until you are raising the thing up and jiggle everything into place, I used the bolts to aid in alignment.

Step 6. If you are making your own aluminum spacers,

take your lower arm and lay it out so you can make the proper measurements for drilling the holes...I leaned a little off towards the outside of the arm, because the inner sway bar bushing interferes slightly with a perfectly square set-up, it probably would have worked out fine done squarely on the bar.



Step 7. Place the lower arm back on the jack in the centered position it was when you lowered it and start to bring it back up...The coil spring has probably come loose so you will need to carefully guide it back up into its saddle, a helper comes in handy at this point... There will come a point when you will need to install the spacers, the inner bolts will close the gap first, put the spacers in and continue to raise the lower arm, be careful as you go as the bolts may need a little guidance as you put pressure back on the coil spring.

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I found as I was doing the right side without the complete use of the floor jack that C-Clamps come in very handy at this point of the operation. Once you can get one bolt through, get a nut on it and progress your way around. When you can get a nut on every bolt then start putting lock washers on and get ready to finish off the tightening sequence. Once all bolts have lock washers



on you can go ahead and raise the jack up to that point where you started to remove the rivets, then tighten everything up, I used air tools which make it a breeze, I did find that corner nuts needed to be done by hand as only open-ended wrenches fit...Get everything good and tight, I started out with 60ftlbs and figured 80 would be good. It has been recommended to

recheck these bolts on occasion and I see no reason not to...Just as you would any bolt under tension for any particular period of time. Reconnect the shock absorber and associated parts and were ready to move on.

Step 8. The other side will go a lot faster because you have already made your spacers and will not have to remove everything for measurement, just lower the arm enough to install the bolts and repeat the same as the left side.

Step 9. Reinstall the sway bar and the inner sway bar stabilizer insulator retainer.

Step 10. You may have noticed that the outer sway bar stabilizer insulator retainer is short of alignment by  $\frac{3}{4}$ "...The pictures below show how to cut the retainer just below the dogleg as possible. Cut a piece of scrap to match the thickness and width allowing about 1 1/2" of a tail, weld this piece up squarely onto the retainer, take one of your handy c-clamps and tighten it up in place, scribe the back side for the hole to drill and do the same along the backside where to cut and clean up the piece with a grinder. All that's left is to install the retainer.

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