



Installation Instructions

ZZP Cobalt/Ion Tubular Control Arms



Estimated Installation Time: 3 Hours

Installation Difficulty: 3/5

NOTE: When installing this product, try to do it when the engine is cool to prevent burns.

Kit Contents:

- 1 – Assembled Left Control Arm
- 1 – Assembled Right Control Arm

Tools Needed:

- Ratchet
- 15mm socket
- 16mm socket
- 21mm or 13/16" socket
- 15mm wrench



STEP ONE:

- Lift and support car.
- Remove rear bushing bolt with 21mm (13/16mm") socket.

STEP TWO:

Remove two front bushing bolts with 15mm socket.



STEP THREE:

Remove two front bushing bolts with 15mm socket.



STEP FOUR:

Remove ball joint with a 15mm wrench and 16mm socket.



STEP FIVE:

- Separate ball joint from knuckle. A hammer or pry bar may be required if it is stuck.
- Remove the stock control arm.
- Now onto the ZZP arms. Spread some grease into the boot on the Heim joint and install the stainless spacers. The spacers are the same length, there are no "upper" or "lower".



STEP SIX:

- Install ZZP control arm using all the original bolts.
 1. Torque rear bushing bolt to 74 ft/lbs + 180°
 2. Torque front bushing bolts to 41 ft/lbs
 3. Torque ball joint bolt to 37 ft/lbs + 30 °
- Grease ball joint and front bushing on control arm.
- Have car aligned at a professional shop. Excessive tire wear or erratic handling could result if the car is not aligned properly.



These control arms are constructed with a Heim joint to eliminate excess movement and provide maximum wheel control. Heim joints have a full metal construction and will make a little noise on bumps, this is normal. If the noise gets louder, check the jam nuts.