

READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.  
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# INSTALLATION GUIDE



## 5722-H20

**g-Street Air-Bag System  
for 1958-1964 Chevy Impala and Full-Size GM**



**Description:** Bolt-on tubular upper and lower control arms integrated air-bag mounting plate, upper air-bag mounts, shocks and shock mounts for 1958-64 Chevy Impala and full size GM cars.

# PARTS LIST

## 5721-H20 - Air-bag Lower Control Arms, '58-64 Impala

Qty	Part Number	Description
1	7952-5721H20	Hardware bag
1	7955-017	Air-bag lower control arm assembly, driver side '58-64 Chevy
1	7955-018	Air-bag lower control arm assembly, passenger side '58-64 Chevy
2	7955-90000482	Upper air bag cup

## 7952-5721H20 - Lower Control Arm Hardware Bag

Qty	Part Number	Description	Location
2	7955-074	LCA cross-shaft clamp 58-64 Chevy	Lower control arm (mounting)
4	3100-044F2.00Y	Bolt 7/16-20 x 2" hex head cap screw	Lower control arm (mounting)
4	3108-044L-C	Lock washer 7/16" regular	Lower control arm (mounting)
2	3100-056C2.50Y	Bolt 9/16-12 x 2-1/2" hex head cap screw	Lower control arm (mounting)
2	3101-056-12C	Locknut 9/16-12 nylon insert	Lower control arm (mounting)
4	3157-056S-C	Washer flat 9/16 SAE plated	Lower control arm (mounting)
1	7955-90000476	Steering stop, driver side	Lower control arm (steering stop)
1	7955-90000477	Steering stop, passenger side	Lower control arm (steering stop)
4	3100-031C1.00Y	Bolt 5/16-18 x 1" hex head cap screw	Lower control arm (steering stop)
8	3157-031S-C	Washer flat 5/16" SAE plated	Lower control arm (steering stop)
4	3101-031-18C	Locknut 5/16-18 nylon insert	Lower control arm (steering stop)
2	3100-038C6.50Y	Bolt 3/8-16 x 6-1/2" hex head cap screw	Lower control arm (endlink)
2	3101-038-16C	Locknut 3/8-16 nylon insert	Lower control arm (endlink)
2	3149-07C-06.00C	All-thread 7/16-14 x 6"	Air bag (cup mount)
2	3101-044-14C	Locknut 7/16-14 nylon insert	Air bag (cup mount)
2	3120-044S-Y	Washer flat 7/16" hardened	Air bag (cup mount)
4	3101-038-16C	Locknut 3/8-16 nylon insert	Air bag (bag mount)
2	3100-038C1.00Y	Bolt 3/8-16 x 1" hex head cap screw	Air bag (bag mount)
6	3157-038S-C	Washer flat 3/8" SAE plated	Air bag (bag mount)
2	3108-038L-C	Lock washer 3/8" regular	Air bag (bag mount)

## 5701-H20 - Shock Frame Mounts, '58-64 Impala

Qty	Part Number	Description
1	7955-90000483	Upper shock bracket, driver side '58-64 Chevy
1	7955-90000484	Upper shock bracket, passenger side '58-64 Chevy
12	3168-038C1.00C	Self tapping bolts 3/8-16 x 1"
12	3157-038S-C	Washer flat 3/8" SAE plated
12	3108-038L-C	Lock washer 3/8" regular

## 5704-H20 - Upper Control Arms, '58-64 Impala

Qty	Part Number	Description
1	7955-013	Upper control arm assembly, driver side '58-64 Chevy
1	7955-014	Lower control arm assembly, passenger side '58-64 Chevy

## Shocks and Air Springs, '58-64 Impala (one pair of the shocks)

Qty	Part Number	Description
2	KPC SANS-FTB	Shock tubular LCA with air-spring (optional)
1	VAS 12142-425	Quickset 1 VariShock 4.25" travel, pair (optional)
1	VAS 12242-425	Quickset 2 VariShock 4.25" travel, pair (optional)
1	VAS 508-102	Shock mounting stud kit
2	3471-W217606873	Air bag double-convoluted 7.5" max. OD (optional)

# INSTRUCTIONS

*Photos used in this instruction sheet were shot using a similar vehicle and may not exactly match your vehicle.*

*We recommend you refer to the factory service manual for more detailed disassembly instructions.*

1. Raise the car to a safe comfortable working height.
2. Place jack stands under the frame and let the front suspension hang.
3. Remove the front wheels.
4. Place a floor jack under the lower control arm to hold it up once the lower balljoint is loosened at the spindle. Do not support the weight of the vehicle with the floor jack.
5. Remove the cotter pin and castle nut from the lower balljoint.
6. Use a balljoint separator or pickle fork, to separate the upper and lower balljoint from the spindle. A large hammer can also be used to strike the spindle, jarring the balljoint stud loose.
7. Once the balljoints are loose, lower the floor jack slowly until the coil spring can be removed.  
NOTE: The coil spring is under tension. USE EXTREME CAUTION.
8. Unbolt the lower control arm from the chassis. Part of the factory mounting hardware will be reused.
9. Unbolt the upper control from the chassis. Save the factory hardware it will be reused.

## Install Air Spring and Mounting Cups

10. Drill a hole for the air line through the top of the frame to the outside of the frame rail in line with the fitting in the air bag. The hole should be two times the diameter of the air line.
11. File the hole to remove any sharp edges and install a rubber grommet to prevent damage to the air line.
12. You will need to trim the outer coil spring pocket for air bag clearance. Do this with a sawzall or a cutoff wheel.



13. Mount the air bag to the upper mounting cup using a 3/8-16 locknuts, and flat washers.
14. Install the air line fitting and attach the airline.
15. Run the air line through the factory spring pocket and out the grommet protected hole. Double-check air line clearance as the cup assembly is positioned.
16. Place the cup assembly into the coil spring pocket in the frame. The stud goes through the OEM upper shock stud hole in the frame.



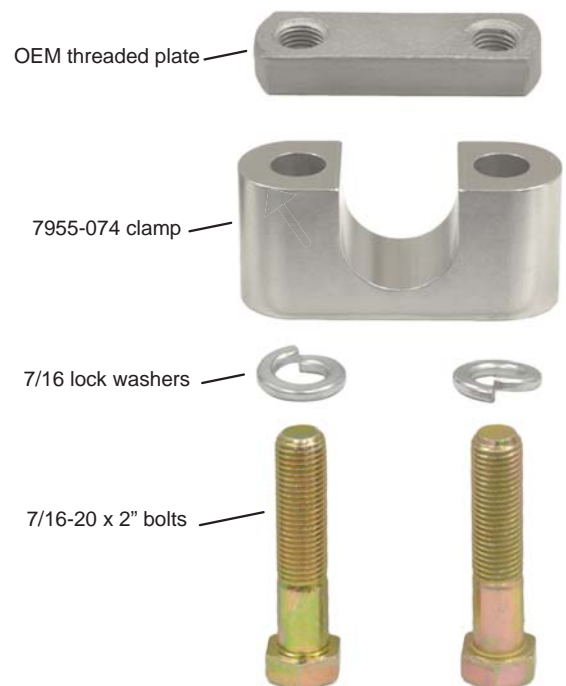
17. With the cup assembly in the coil spring pocket check air bag clearance. There should be 3/4" of clearance around the air bag when inflated.
18. When proper clearance is achieved, permanently fasten the air bag cup assembly into the coil spring pocket using the supplied flat washer and locknut. Tighten and torque to 45 lb.-ft. Note: the air bag will be offset slightly to the outside of the coil spring pocket. The stud can be shortened to extend 3/8" above the locknut.



## Install Lower Control Arm

19. Install the driver side lower control on the frame using the hardware included with the arms.
20. The billet clamp, 7/16-20 x 2" bolts and lock washers are used on the LCA shaft on the forward end. You will need to reuse the OEM threaded plate when attaching this end of the shaft.
21. The 9/16-12 x 2-1/2" bolt, locknut and flat washers are used on the end toward the rear of the LCA shaft.

### Billet Clamp Assembly



22. Raise the lower control arm up to the air bag and secure using 3/8-16 x 1" hex bolt, lock washer, and flat washer.
23. Set the spindle over the lower control arm balljoint stud.
24. Thread the castle nut onto the balljoint stud and tighten. Torque to 75 lb.-ft.
25. Align the slot in the castle nut with the balljoint stud. Insert the cotter pin into the stud and wrap around the castle nut.
26. There are holes on the lower arms near the balljoint to mount the factory steering stop. The steering stops are not required unless you are having tire clearance issues.
27. Install the stops using the hex bolts, flat washers and locknuts supplied.



### Install Upper Arm

28. Bolt the upper arm to the frame re-using the factory bolts.  
NOTE: The upper balljoint is bolted underneath the arm's mounting plate to provide additional arm travel.
29. Reassemble the spindles and tie rods. Refer to the factory service manual for proper assembly procedures.
30. Grease the upper and lower ball joints.
31. Move the system throughout the complete range of travel to check for binding and proper clearance around the air bag.
32. A minimum of 3/4" clearance around the air bag is required to operate safely once inflated.
33. Repeat procedure for the passenger-side.



### Air Bag Pressure

34. Air pressure on this system will be approximately 105-110 psi, but will vary due to vehicle weight differences and driver preference.

### Install Shock Mounts

35. Position the upper shock mount on the frame so the hole in the bracket aligns with the hole in the side of the frame and the tab is against the bottom of the frame. You may have to trim some of the inner fender well for clearance. On manual shift cars you may have to trim the bottom of the Z-bar clutch bracket on the driver's side.

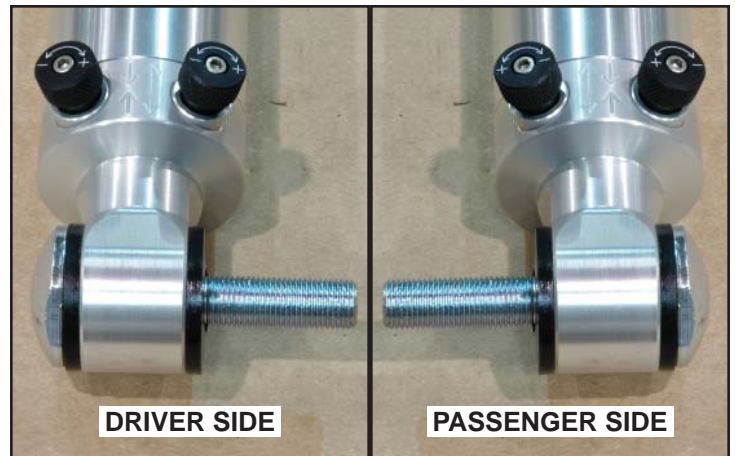


36. Mark the hole in the bottom of the frame and drill with 5/16" bit. Use the 3/8" self-tapping bolts supplied and bolt the bracket to the frame. Mark and drill the remaining holes.
37. Repeat procedure for the passenger-side.



### Mounting VariShocks

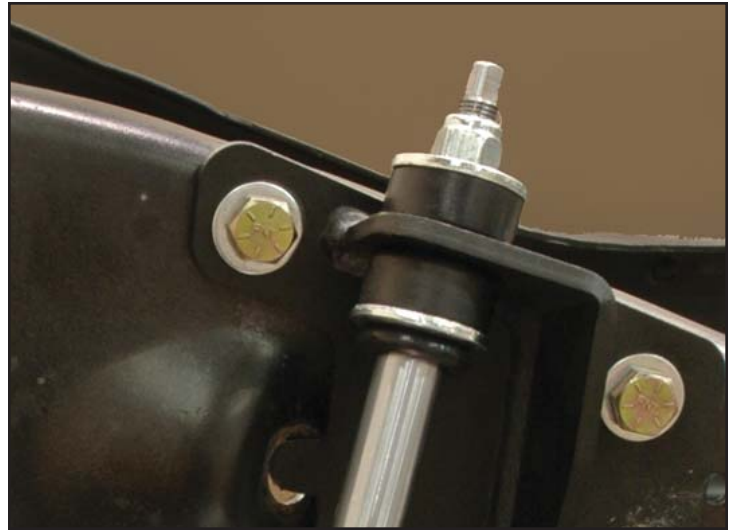
38. Press two poly bushings into each lower shock eye.
39. Press the domed shock stud into the bushing until fully seated. The photos to the right show the correct orientation in relation to the adjustment knobs.
40. Mount the top of the shock to the frame bracket as shown. Do not fully tighten at this time.
41. Mount the bottom of the shock to the control arm mounting tab using the hardware shown to the right.
42. Insert the domed stud through the shock bushings.
43. Slide the 5/8" SAE washer over the stud followed by the stepped aluminum spacer. The shoulder on the spacer goes into the hole in the LCA shock mount tab.
44. Put a 1/2" SAE flat washer on the inside of the mount tab followed by the locknut.
45. Tighten the locknut.



*The 5/8" washer must be centered on the stud when tightening. The shank of the domed stud sits inside the washer.*

46. Tighten the upper shock stud until the bushings just start to buldge.
47. Repeat procedure for the passenger-side shock.





## Mounting Steel Shocks

48. Mount the top of the shock to the frame bracket as shown. Do not fully tighten at this time.
49. Mount the bottom of the shock to the control arm mounting tab using the hardware shown to the right.
50. Slide the domed stud through the shocks lower bushing, slide the stepped aluminum spacer over the stud. The shoulder on the spacer goes into the hole in the LCA shock mount tab.
51. Put a 1/2" SAE flat washer on the inside of the mount tab followed by the locknut. Tighten the locknut.
52. Tighten the upper shock stud until the bushings just start to buldge.
53. Repeat procedure for the passenger-side shock.



54. After both sides are complete and checked for clearance, attach the OEM sway bar to the new lower control arm. Note: We have supplied a shorter attachment bolt but you will need to shorten the OEM sway bar linkage sleeve by 1.5" to be compatible with the new lower stance of your car.
55. Note: the new tubular lower control arm has a built-in steering stop to keep MOST tire/wheel combinations from rubbing on the shock. Be sure to check this clearance on your particular installation.
56. Do a front end alignment before driving the car.

**WARRANTY NOTICE:**

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