

READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.  
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

# INSTALLATION GUIDE



## 5733-F10

g-Street Coil-Spring Lower Control Arms

'67-69 Camaro (GM F-Body) and '68-74 Nova (GM X-Body)



**Description:**

Direct-replacement gStreet™ coil-spring lower control arms for factory subframe.

# PARTS LIST

Qty	Part Number	Description
1	7955-097	Driver-side coil-spring lower control arm assembly, '67-69 Camaro
1	7955-098	Passenger-side coil-spring lower control arm assembly, '67-69 Camaro

## INSTRUCTIONS

### Remove Factory Components

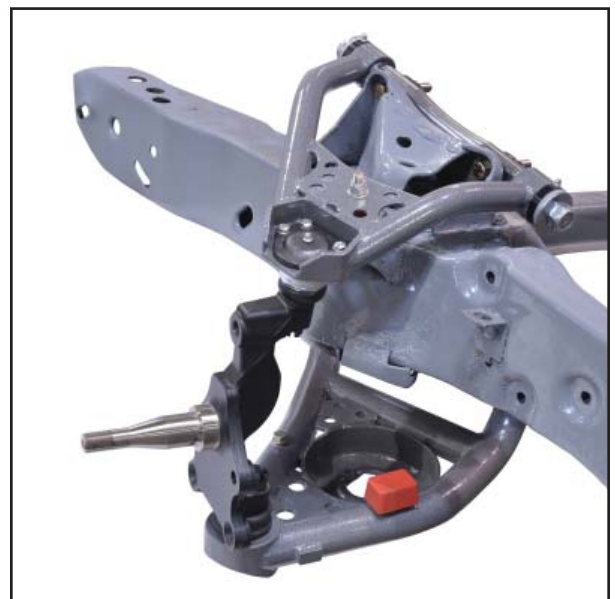
1. Raise and support the vehicle at a safe and comfortable working height, so that the front suspension hangs freely. Complete installation for one side of the vehicle before moving to the opposite side.

*Refer to a factory service manual for proper disassembly procedure.*

2. Remove the coil spring, shock absorber, and lower control arm. Use a coil spring compressor to remove the coil spring. If you are reinstalling the coil spring, leave the spring compressor installed on the spring during arm installation.

### Install Lower Arm

3. Before installing the lower control arm, inspect the frame for any signs of damage or fatigue. Make any needed repairs before installing the new parts.
4. The urethane bump stop may need to be moved to the empty threaded boss to match the position of the frame stop.
5. Make sure the bolt sleeves are centered in the bearings before sliding the arm into the factory mounts. A rubber mallet may be needed to correctly position the arm.
6. Secure the arm using the OEM hardware.
7. Swing the lower arm down and place the coil spring into the upper spring bucket on the frame.
8. Once the spring is in place, swing the arm upward and attach to the spindle. Tighten the castle nut to 65 lb-ft.
9. Insert the cotter pin through the castle nut and ball-joint stud. Bend one leg of the cotter pin over the stud and the other around the castle nut.
10. You can now grease the upper and lower ball joints.
11. The shock can now be reinstalled also.
12. Repeat this procedure for the passenger side of the car.



## NOTES:

**WARRANTY NOTICE:**

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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