

INSTALLATION GUIDE



5815-F30

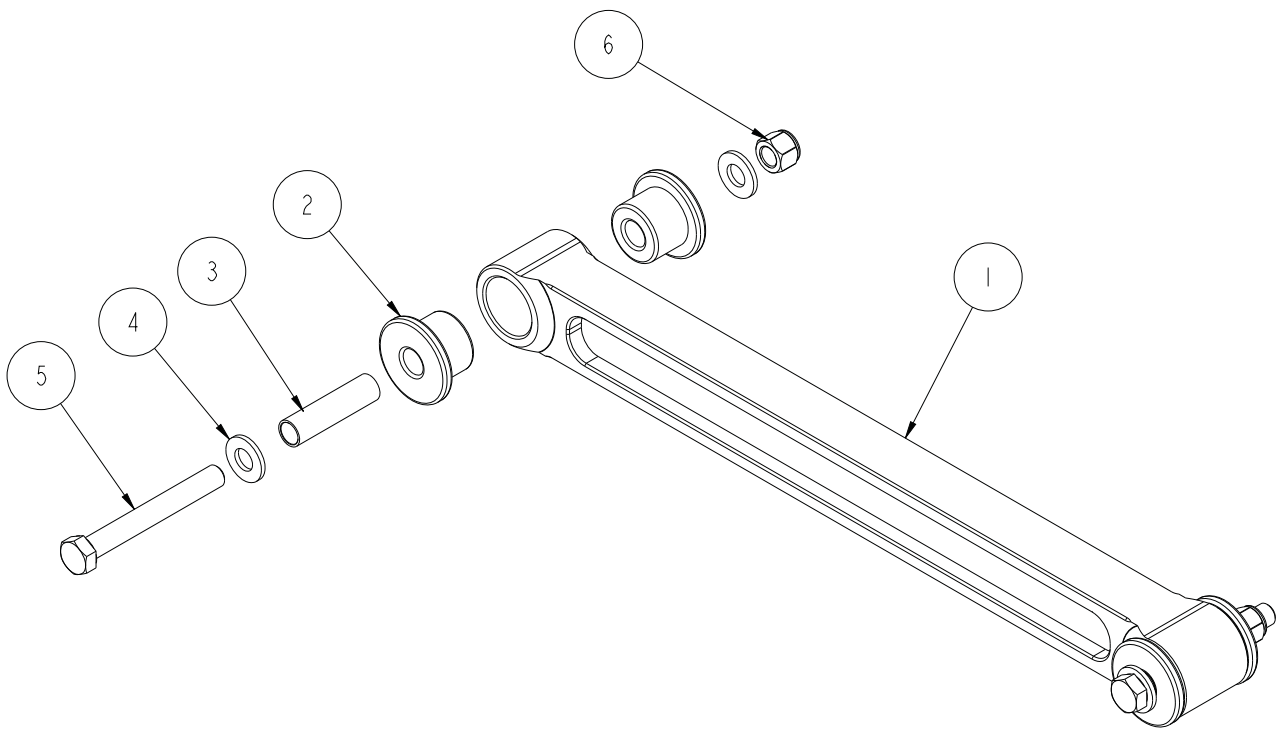
**Billet Aluminum Lower Control Arms (no Anti-Roll Bar Mount)
'82-02 Camaro (F-Body) and '78-87 Monte Carlo (G-Body)**



Description: Direct replacement billet aluminum lower control arms. Not for use with control arm mounted anti-roll bars.

Includes: Billet aluminum arms, polyurethane bushings with sleeves, and mounting hardware

ITEM	QTY	PART NO.	DESCRIPTION
1	2	1430	LOWER CONTROL ARM, ALUMINUM, 82-92 CAMARO
2	8	3540	POLYURETHANE BUSHING, 1.375x.625x.95
3	4	3140-1620-077	SLEEVE, POLY BUSHING, $\varnothing 5/8 \times 1/2 \times 2.406$
4	8	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED
5	4	3100-050F4.00Y	HEX BOLT, 1/2-20 x 4, GRADE 8, YELLOW ZINC
6	4	3101-050-20C	LOCKNUT, 1/2-20, GRADE 5, NYLON INSERT, CLEAR ZINC
7	1	3151-5ML	POLY LUBE, 5ML SQUIRT TUBE, TEFLON SILICONE COMPOSITE



DESCRIPTION	LCA BILLET POLY, 82-04 CAMARO, GM F-BODY, REAR REPLACEMENT	
Chris Alston's CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295	PART NO.	5815-F30
	8/30/10	DWG: 915815-F30

PARTS LIST

Prior to beginning installation use the following parts lists to verify that you have received all components required for installation.

5815-F30 - Billet Aluminum Control Arms

Qty	Part Number	Description
2	1430	Billet lower control arm with anti-roll bar mounts

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Qty	Part Number	Description
4	3140-1620-77	Sleeve 1/2" ID x 5/8" OD x 2.406 long
1	3151-5ML	Poly lube 5ml squirt tube
4	3540	Urethane bushing 1.375" OD x .625" ID x .95"

905815F30.22 - Hardware Bag 2 of 2

Qty	Part Number	Description
4	3100-050F4.00Y	Bolt 1/2-20 x 4" hex head cap screw
4	3101-050-20C	Locknut 1/2-20 nylon insert, plated
4	3540	Urethane bushing 1.375" OD x .625" ID x .95"

INSTRUCTIONS

Control Arm Assembly

1. Press two bushings into the ends of each control arm.
2. Apply poly lube to the outside of the steel sleeves, where they contact the urethane bushings.
3. Press the steel sleeves into each of the four bushing sets. An arbor press or vice can be used.

Control Arm Installation

4. Raise the vehicle and support with jack stands placed underneath the frame. Let the rearend hang from the shocks so there is no load on the suspension.
5. Unbolt the factory rear anti-roll bar and remove from vehicle. This component will not be reinstalled.

NOTE: Installation of control arm must be completed on one side before removal of the second factory arm.

6. Unbolt the driver-side factory control arm and thoroughly inspect frame mounts for signs of damage or excessive wear. Necessary repairs must be completed before continuing with installation.
7. Put the new billet arm in place.
8. Secure the control arm with the 1/2" bolts and locknuts provided. Torque to 45 lb-ft.
9. Repeat the removal and installation procedure for the opposite side of the vehicle.
10. Check for any clearance issues throughout the suspension's range of travel.
11. Verify that all mounting hardware is correctly installed and torqued to specification.

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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