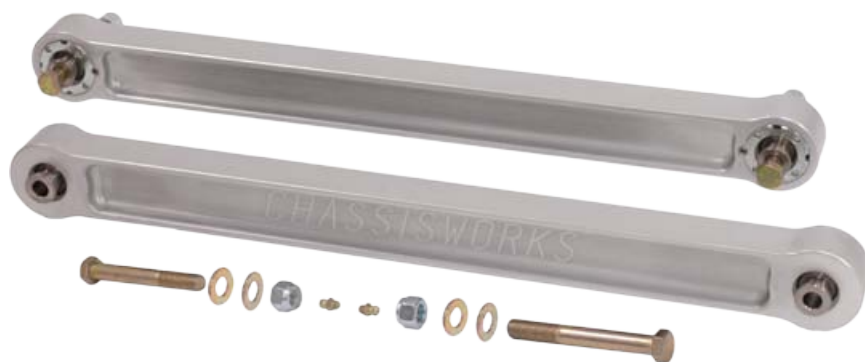


READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

INSTALLATION GUIDE



5816-A10 Billet Aluminum Pivot Ball Lower Control Arms 1964-1972 GM A-Body



Description: Direct replacement billet-aluminum pivot-ball lower control arms for 1964-72 GM A-body vehicles including Chevrolet Chevelle, Buick Special, Oldsmobile Cutlass, and Pontiac Tempest

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

Note: Not for use with lower-control-arm-mounted anti-roll bars.

PARTS LIST

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

5816-A10 - Billet Aluminum Pivot Ball Control Arms, '64-72 GM A-Body

Qty	Part Number	Description
2	3811-22.00-BB	Billet aluminum pivot ball lower control arm with anti-roll bar mounts, GM A-body

905816A10 - Hardware Bag

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
8	3120-050S-Y	Washer 1/2" hardened flat, plated
2	3144-25-28-0	Grease zerk 1/2-28 straight

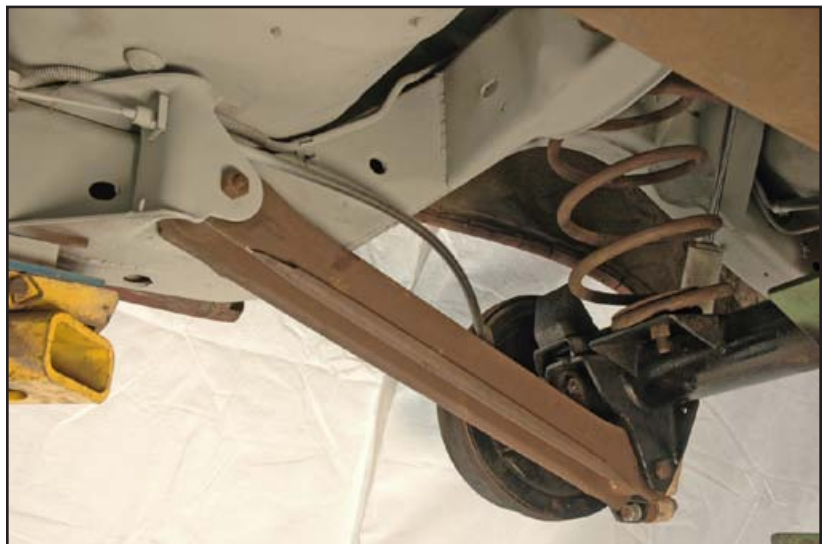
INSTRUCTIONS

Control Arm Installation

1. Raise the vehicle and support with jack stands placed underneath the frame. Let the rear end hang from the shocks, so there is no load on the suspension.
2. Unbolt the factory rear anti-roll bar and remove from vehicle.

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

3. Unbolt the passenger-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.
4. Put the new arm in place. The anti-roll-bar mounting holes must be closer to the rear end housing.

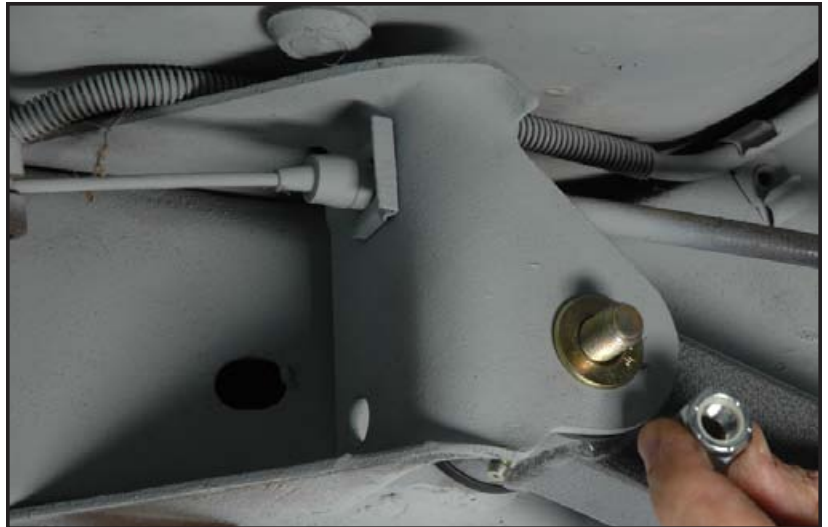


Insert the 1/2-20 x 4" bolt and flat washer from the outside of the frame rail and through the control arm.

If using control arm frame supports, the bolt must be inserted from the opposite direction. See control-arm support instruction sheet.



5. Slide a flat washer over the bolt and thread the locknut onto the bolt. Do not tighten the bolt at this time.



6. Insert the 1/2" bolt and flat washer into the housing mount bracket from the inside.
7. Install the locknut and torque to 45 lb-ft.



8. Tighten the front bolt 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.



Pivot Ball Maintenance

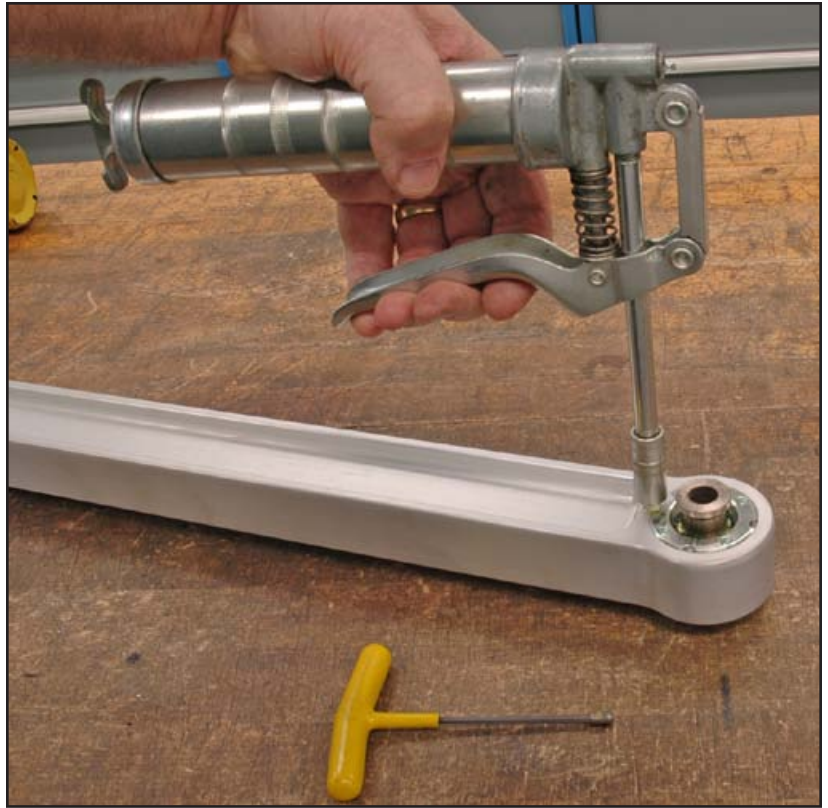
12. The pivot ball joints at each end of the control should be greased at regularly scheduled chassis maintenance intervals.
13. This can be done by removing the control arm from the car or dropping it down to gain access to the set screw. Remove the 1/4-28 set screw.



14. Thread a 1/4-28 grease zerk into the hole.



15. Apply grease with a grease gun to the joint until the grease is visible around the race.



16. Remove the grease zerk and reinstall the set screw.

DO NOT LEAVE THE GREASE ZERK IN THE CONTROL ARM, THERE IS NOT ENOUGH CLEARANCE BETWEEN THE CONTROL ARM BRACKETS ON THE CAR AND THE BAR FOR THE ZERK.

17. Reinstall the control arm and torque to 45 lb-ft.



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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