

# INSTALLATION GUIDE



## 5816-G10

### Billet Aluminum Lower Control Arms with Pivot-Ball Ends 1978-1987 GM G-Body, 1982-2002 GM F-Body



**Description:** Direct replacement billet aluminum lower control arms with pivot-ball ends for 1978-87 GM G-body and 1982-2002 GM F-body vehicles

**Includes:** Billet aluminum arms with pivot-ball ends, and mounting hardware

#### 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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# PARTS LIST

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

## 5816-G10 - Billet Aluminum Control Arms

Qty	Part Number	Description
2	3811-19.31-BB	Billet lower control arm with pivot-ball ends, GM A-body

## 905816G10 - 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
2	3144-25-28-0	Grease zerk 1/4-28 straight

# INSTRUCTIONS

## Control Arm Installation

1. 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.
2. 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.

3. 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.
4. Put the new billet arm in place. The CHASSISWORKS lettering should face to the outside of the vehicle.
5. Secure the control arm with the 1/2" bolts and locknuts provided. Torque to 45 lb-ft.
6. Repeat the removal and installation procedure for the opposite side of the vehicle.
7. Check for any clearance issues throughout the suspension's range of travel.
8. Verify that all mounting hardware is correctly installed and torqued to specification.

## Maintenance

### Suspension Link Lubrication

Each suspension pivot assembly can be lubricated using a standard grease gun. Pivot-ball links without a grease zerk fitting can be lubricated by removing the locking set screw and temporarily installing a zerk fitting.

### Pivot-Ball Preload

The retaining ring can be tightened to remove any free-play that develops in the pivot-ball mechanism. Remove the locking set screw and using a common spanner wrench turn the retaining ring clockwise to the next set screw position.