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

INSTALLATION GUIDE

CHRIS ALSTON'S Chassisworks
THE HOME OF HIGHER TECHNOLOGY

5823-A20

Pivot-Ball Upper Control Arms
1968-1972 GM A-Body Chassis Vehicles

Description: Single-adjustable upper control arms with 1”-shank pivot-ball rod ends and clevis. Fits most 1968-1972 GM A-Body vehicles with 10-5/16” center-length upper arms. Includes arm weldments, pivot-ball rod ends, and mounting hardware.

Chris Alston’s Chassisworks
8661 Younger Creek Drive
Sacramento, CA 95828
Phone: 916-388-0288
Technical Support:tech@cachassisworks.com

CHRIS ALSTON'S Chassisworks
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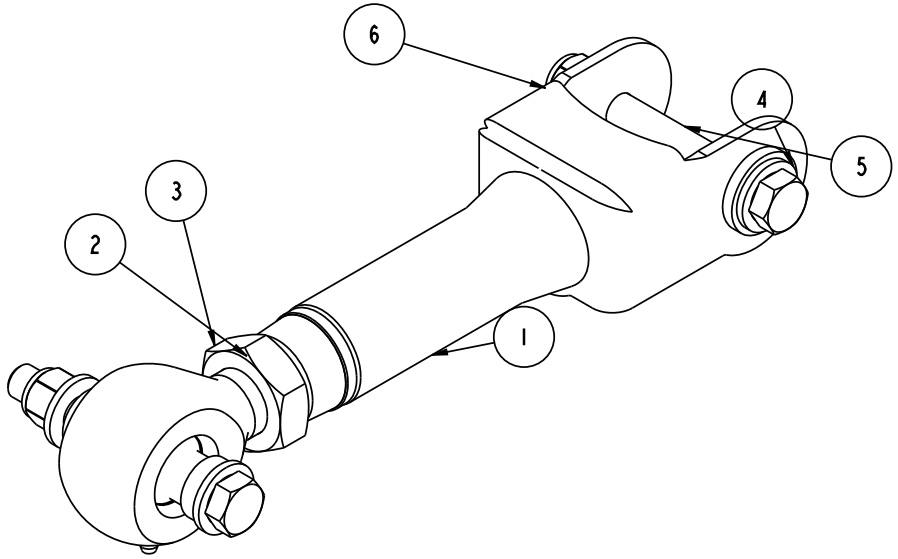


ITEM	QTY	PART NO.	DESCRIPTION
1	1	5155	ADJUSTABLE UPPER CONTROL ARM, 7.988 LONG
2	1	3810-8R-08-241	BALL PIVOT EYE ASSEMBLY, 1-14 x 2.406 WIDE
3	1	3102-100-14RC	JAM NUT, 1-14 RIGHT, CLEAR ZINC
4	4	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED
5	2	3100-050F4.00Y	HEX BOLT, 1/2-20 x 4, GRADE 8, YELLOW ZINC
6	2	3101-050-20C	LOCKNUT, 1/2-20, GRADE 5, NYLON INSERT, CLEAR ZINC

DESCRIPTION: UPPER CONTROL ARMS, BALL PIVOT, CHEVELLE 68-72 A BODY, ADJUSTABLE

Chris Alston's CHASSISWORKS INC.
8681 YOUNGER CREEK DRIVE
SACRAMENTO, CA 95828
(916) 388-0288 FAX 388-0295

PART NO. 5823-A20

10/8/09

DWG: 915823-A20

PARTS LIST

5823-A20 - G-STREET PIVOT-BALL UPPER CONTROL ARMS, '68-72 GM A-BODY

Qty	Part Number	Description
2	5155	Upper arm weldment, 7.988" OAL, 1" RH thread

7952-5823A20.12 - HARDWARE BAG 1 OF 2

Qty	Part Number	Description
4	3100-050F4.00Y	Bolt 1/2-20 x 4" hex cap screw
4	3101-050-20C	Locknut 1/2-20 nylon insert
2	3102-100-14RC	Jam nut 1"-14 right hand thread
8	3120-050S-Y	Washer 1/2" SAE hardened flat
2	3144-25-28-0	Grease zerk 1/4-28 straight

7952-5823A20.22 - HARDWARE BAG 2 OF 2

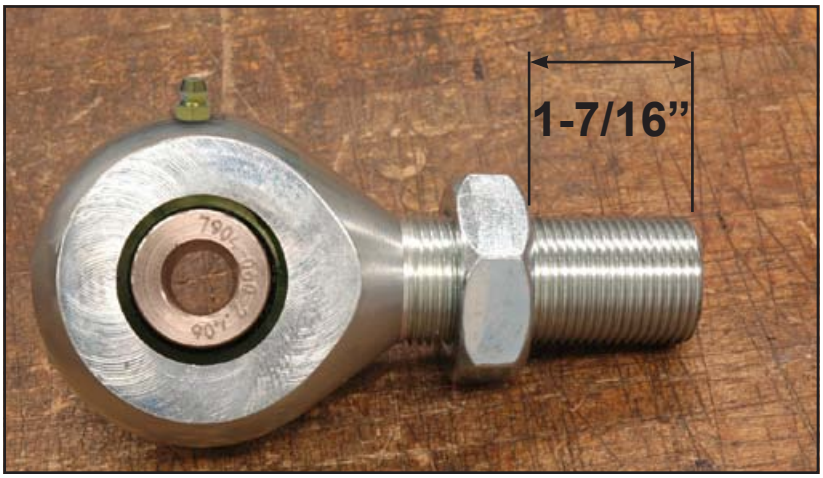
Qty	Part Number	Description
2	3810-8R-08-241	Swivel Eye 1"-14 Right hand thread x 2.406 wide

INSTRUCTIONS

1. Raise the vehicle and support the rear end housing with jack stands so the weight of vehicle is carried by the suspension.
2. Use an angle finder to measure the pinion angle at ride height and record it for later reference.

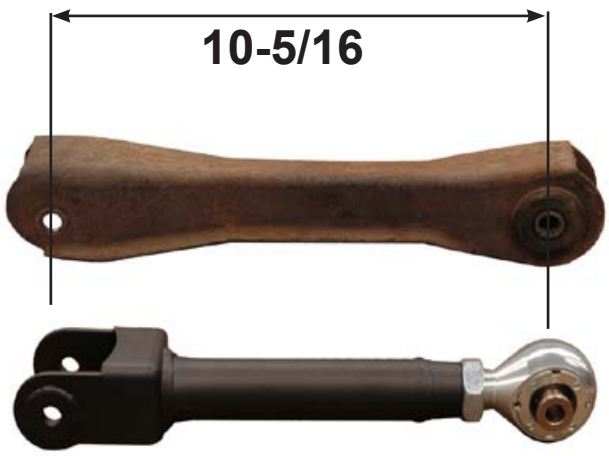
3. Remove passenger-side stock upper control arm. Control arms will be swapped one at a time for safety purposes.

4. Verify the stock upper control arm length by measuring from bolt-center to bolt-center. If existing control arm measurement is NOT 10-5/16”, stop installation immediately. You have the incorrect control arms.
5. Thread 1”-14 RH jam nut onto pivot-ball rod end until 1- 7/16” of threads are exposed.
6. Thread the 1/4-28 grease zerk into the rod end and tighten.



7. Apply Anti-Seize™ to the pivot-ball rod end threads and screw it into control arm weldment.

8. Verify that center-to-center assembly length is 10-5/16”. Adjust length if necessary.



9. Reposition jack stands so that rear suspension hangs freely.
10. The new upper control is ready to install.

11. Insert the pivot-ball rod end assembly into the OEM frame mount brackets and secure with the 1/2-20 x 4” hex bolt, flat washers and locknut supplied. The grease zerk should be oriented so it does not contact the chassis during suspension travel and can be accessed with a grease gun.

12. Insert the spacer into the spherical bearing housing mount.

    OPTIONAL PART SHOWN: Chassisworks spherical housing bearings (5834-A10-HB)

13. Slide the folded clevis over the bearing on the axle housing and check for adequate clearance against the housing.

Driver-Side Arm Clearancing

When installing the upper control arms on a car with a 12-bolt rear end housings, the driver-side upper control arm may need to be ground for clearance between the arm and the housing.

Clearancing the arm is not required for 10-bolt or FAB9™ housings.

This photo shows the modification that may be needed to gain the proper clearance between the arm clevis and the housing.

After making the modifications, the arm will have proper clearance as shown here.

14. Secure with the 1/2-20 x 4” hex bolt, flat washers and locknut supplied.
15. Do not fully tighten the bolts at this time.
16. Repeat steps for opposite side.

17. Reposition jack stands, so that the weight of the vehicle is again carried by the suspension at level ride height.

18. Verify that the pinion angle is set correctly. Adjust control arm lengths equally, if necessary.
19. After the pinion angle is checked, torque the four mounting bolts to 55 lb-ft.

20. Using a floor jack, cycle rear suspension throughout its full range of vertical travel and body roll to check for binding at rod ends. Coil springs must be removed and shocks reinstalled to correctly limit travel at each extreme. Some limited applications may require the driver's side control arm flange and/or the third member case to be clearanced with the use of a small grinder.

21. Once operation is bind free, reinstall springs, then verify that all mounting hardware is correctly installed and tightened to correct torque specification.