

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

INSTALLATION GUIDE



5826-A10 g-Link Pivot Ball Lower Control Arms 1964-1972 GM A-Body



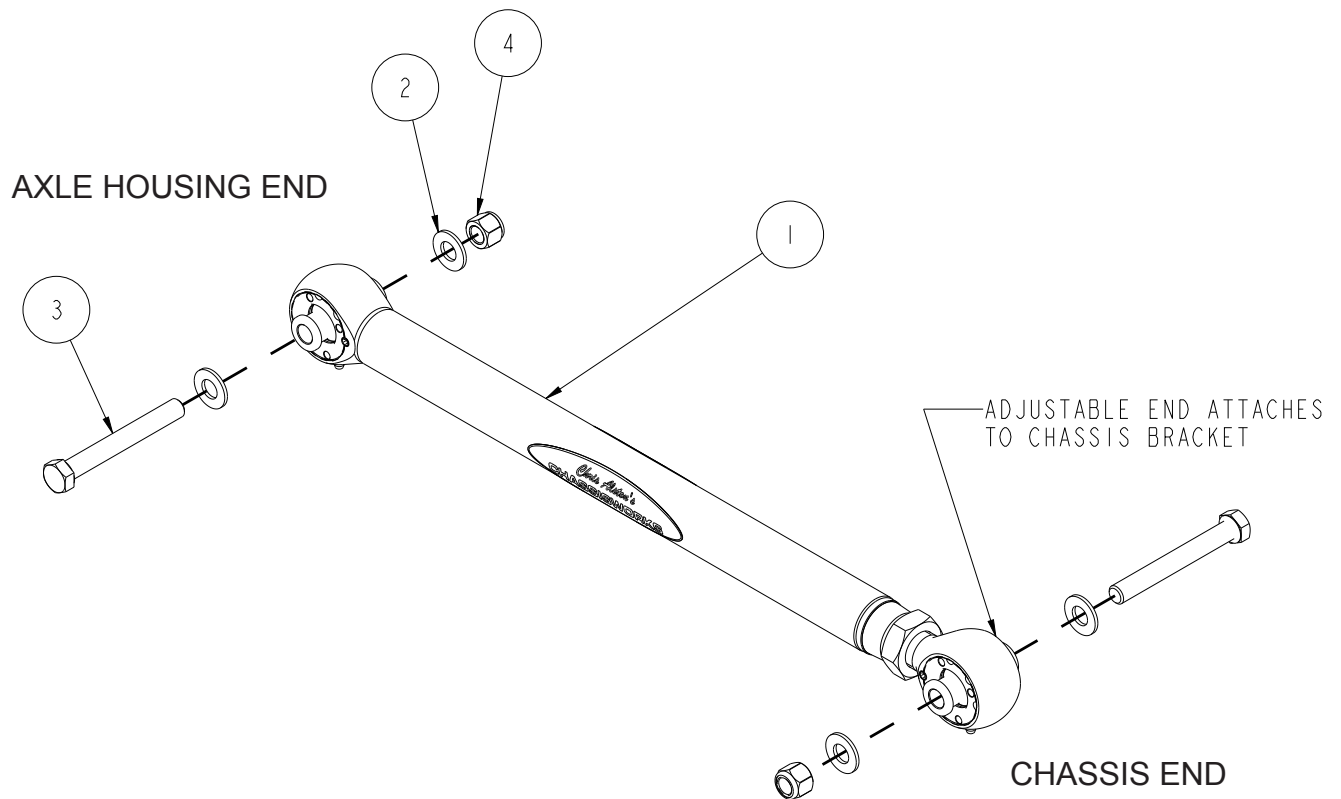
Description: Direct replacement, g-Link pivot-ball lower control arms for 1964-72 GM A-body vehicles including Chevrolet Chevelle, Buick Special, Oldsmobile Cutlass, and Pontiac Tempest

Includes: g-link pivot ball arms, and mounting hardware

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

ITEM	QTY	PART NO.	DESCRIPTION
1	2	3813-22.00-BB	LOWER LINK ASSEMBLY, G-LINK, 2.406 PIVOT BALL, 22 CENTER
2	8	3157-050S-C	WASHER, 1/2 SAE, ZINC PLATED, 1/2 ID x 1 1/16 OD x 3/32 THICK
3	4	3100-050F4.00Y	HEX BOLT, 1/2-20 x 4, GRADE 8, YELLOW ZINC
4	4	3101-050-20C	LOCKNUT, 1/2-20, GRADE 5, NYLON INSERT, CLEAR ZINC

DRIVER SIDE SHOWN



DESCRIPTION		G-LINK, BALL PIVOT LCA, 64-72 GM A-BODY	
Chris Alston's CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO.	5826-A10
		6/11/10	DWG: 915826-A10

PARTS LIST

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

5826-A10 - Billet Aluminum Control Arms, '64-72 GM A-Body

Qty	Part Number	Description
2	3813-22.00-BB	g-Link pivot ball lower control arm, GM A-body

7952-5826A10 - 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
8	3120-050S-Y	Washer 1/2" SAE hardened

INSTRUCTIONS

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. Thread the 1" jam nut on the rod end until there are 5-7 thread remaining between the jam nut and the large part of the rod end.

Apply a small amount of anti-seize™ to the threads of the rod end.



5. Thread the rod end into the link bar until the center-to-center dimension is 22" and matches the OEM lower control arm. Also, thread the 1/4-28 zerk fitting into the hole in the adjuster eye.

Note: If the adjuster eye is not drilled for a zerk fitting, the setscrew can be removed from the retaining ring and the zerk fitting inserted to grease the joint during regular scheduled maintenance.



6. Put the new g-Link arm in place. The adjustable end goes into the frame bracket. The grease zerk fitting should be pointing down to allow easier access.



7. 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 support instruction sheet.



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

9. Insert the 1/2" bolt and flat washer into the housing mount bracket from the inside.



10. Install the locknut and torque to 45 lb-ft.



11. Tighten the front bolt and torque to 45 lb-ft.



12. Repeat the removal and installation procedure for the opposite side of the vehicle.



WARRANTY NOTICE:

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