

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

INSTALLATION GUIDE



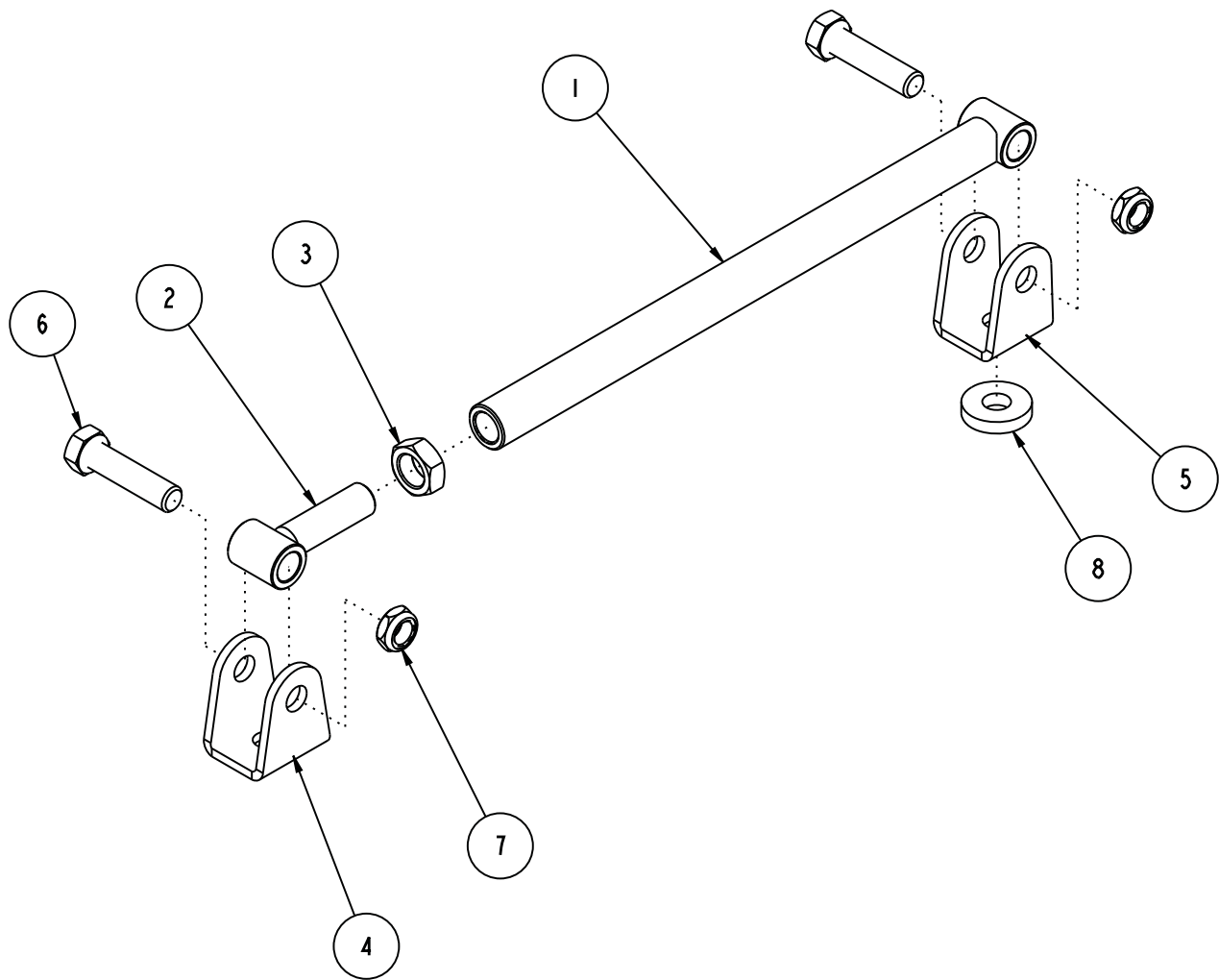
5833-A20 CONTROL ARM SUPPORT 1968-1972 GM A-Body



Description: The control arm support strengthens the frame by connecting the forward upper and lower control arm frame mounts. Fits 1968-72 GM A-body vehicles, including Chevrolet Chevelle, Buick Special, Oldsmobile Cutlass, and Pontiac Tempest

Includes: Support rods with T-adjusters, frame mount clevises, and mounting hardware

ITEM	QTY	PART NO.	DESCRIPTION
1	2	7959-0101	SUPPORT ROD WELDMENT, 13.188 OAL, 12.75 CENTER TO END
2	2	7959-0104	T-ADJUSTER, 5/8-18, 1 1/8 x .156 WALL SLEEVE
3	2	3102-063-18RC	JAM NUT, 5/8-18 RIGHT, CLEAR ZINC
4	2	2304	FOLDED LOCATER CLEVIS 1/2
5	2	7959-0107	FOLDED LOCATER CLEVIS 1/2, OFFSET BASE
6	4	3100-050F2.00Y	HEX BOLT, 1/2-20 x 2, GRADE 8, YELLOW ZINC
7	4	3117-050-20C	LOCKNUT, 1/2-20, GRADE 5, HALF HEIGHT, NYLON INSERT, CLEAR ZINC
8	2	7900-078	SPACER, ϕ .51 x ϕ 1.25 x .25 THICK



DESCRIPTION		CONTROL ARM SUPPORT, 68-72 GM A-BODY, 14.100	
<i>Chris Alston's</i> CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO.	5833-A20
		6/29/10	DWG: 915833-A20

PARTS LIST

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

5833-A20 - Control Arm Support, '68-72 GM A-Body

Qty	Part Number	Description
2	2304	Folded clevis, 1/2" centered hole
4	3100-050F2.00Y	Bolt, 1/2-20 x 2" hex head, Grade 8
2	3102-063-18RC	Jam nut, 5/8-18 RH, plated
4	3117-050-20C	Half-height locknut, 1/2-20 RH nylon insert
2	7900-078	Spacer, .50 x 1.25 x .25" thick, zinc plated
2	7959-0101	UCA/LCA support rod weldment
2	7959-0104	T-adjuster, 5/8-18 RH with 1-1/8" cross tube
2	7959-0107	Folded clevis, 1/2" offset hole

INSTRUCTIONS

Support Rod Assembly

1. Thread the 5/8-18 jam nut onto the T-adjuster until there are 5-7 threads between the cross tube and the jam nut.
2. Apply a small amount of Anti-Seize™ to the threads of the T-adjuster. Thread it into the support rod weldment.



Support Rod Installation

Photos were shot using early Chevelle. Procedure is identical unless otherwise described.

3. 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.
4. Remove the passenger-side bolt attaching the lower control arm to the frame.



5. Insert the lower control arm bolt and flat washer through the hole in the folded clevis with the centered hole (2304).



6. Use a deep-well socket and extension to thread the locknut onto the end of the bolt through the hole in the frame rail. There is no flat washer needed.



7. Tighten the bolt until it is snug and the clevis can be rotated. This bolt will be final tightened later.



8. Remove the upper control arm mounting bolt at the factory crossmember.



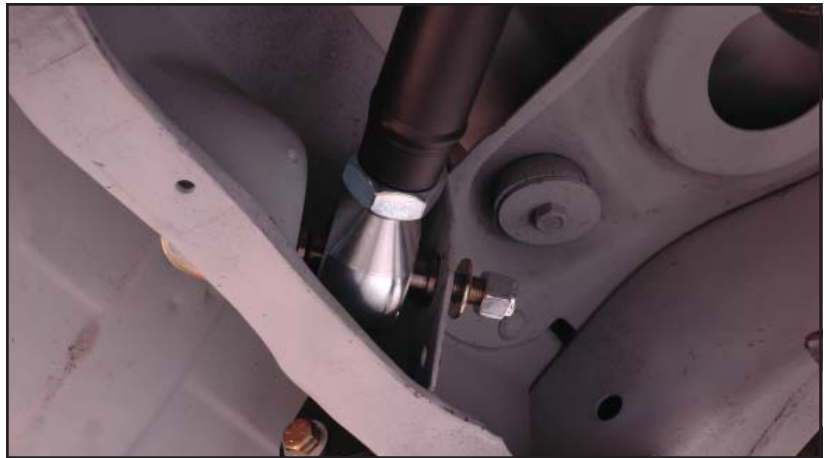
9. Slide the upper control arm bolt with flat washer through the 1/2" hole in the folded clevis with the offset hole (7959-0107).



10. Place the 1/4"-thick washer over the bolt and insert through the frame and upper control arm.

The clevis must be offset toward the front of the car, so that the wider part of the clevis base is facing away from the crossmember.

11. Thread the flat washer and locknut onto the bolt and tighten until snug. The clevis should still rotate easily.



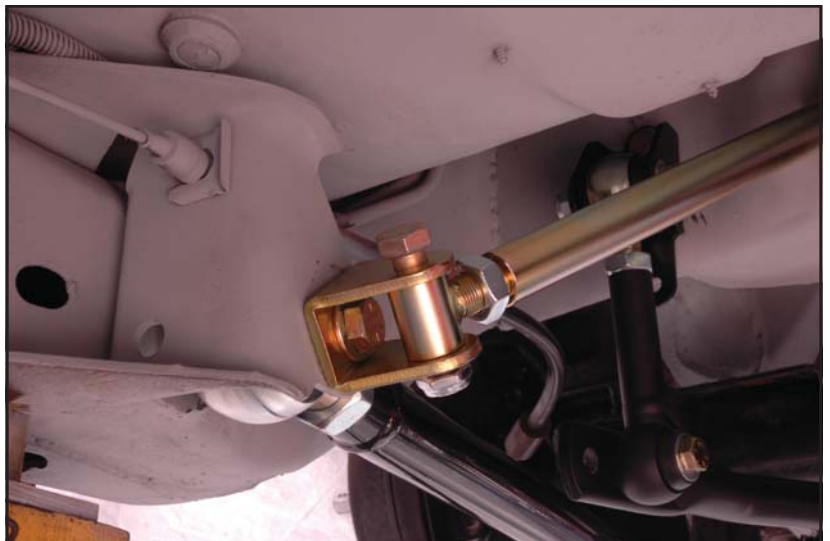
12. Place the tube at the end on the weldment into the upper control arm clevis and secure with a 1/2-20 x 2" hex bolt and half-height locknut.



13. The floor will need to be clearanced using a hammer and length of tubing other than the brace.
14. Place the T-adjuster in the clevis on the lower control arm. The adjuster may need to be threaded in or out to align the hole with the clevis.



15. Insert the 1/2-20 x 2" hex bolt and half-height locknut as shown.



16. Tighten the bolt at the upper clevis to 45 lb-ft.



17. Tighten the bolt at the lower clevis to 45 lb-ft.



18. Tighten the jam nut on the T-adjuster.



19. Tighten the lower control arm locknut to 45 lb-ft. A large flat screwdriver must be used to jam the bolt head and prevent it from turning.



20. The same procedure is used to tighten the upper control arm bolt to 45 lb-ft.



21. The installation is complete. Repeat the procedure for the driver side.



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.**

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

