

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

# INSTALLATION GUIDE



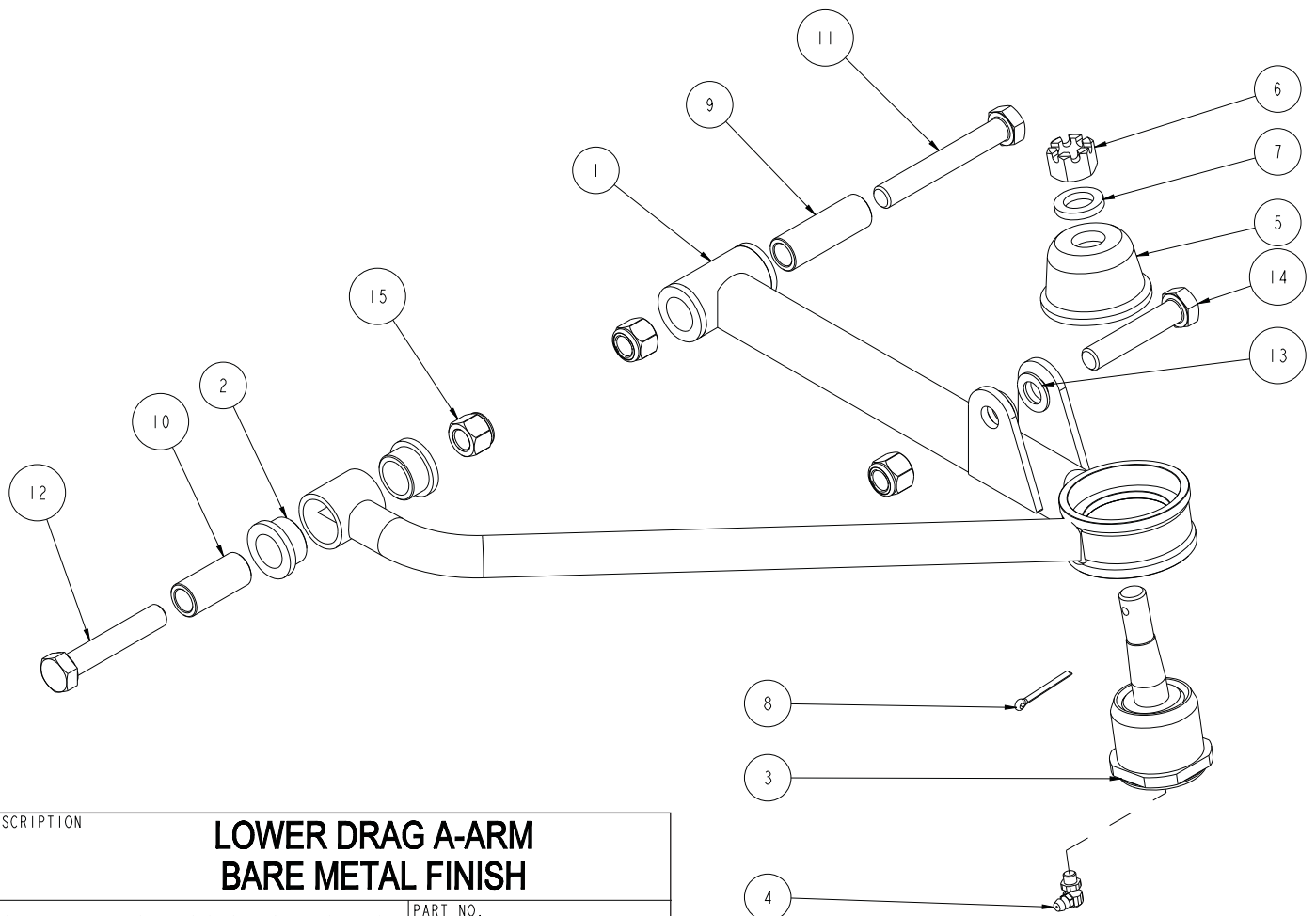
## 6121

### Lower Control Arm Set for Chassisworks Drag Race Suspension



**Description:** Drag Race Lower A-Arm for Chassisworks 3x2" or 1-5/8" A-Arm front frame clip or chassis. Arms ship unassembled in bare steel to allow customer personalized finish coat. Balljoint set sold separately.

ITEM	QTY	PART NO.	DESCRIPTION
1	1	5238	LOWER 3RD DESIGN A-ARM DRIVER SIDE, BARE STEEL
2	4	3333	PLASTIC BUSHING $\varnothing 1$ OD x $\varnothing 3/4$ BORE, $\varnothing 1 1/4$ x .156 FLANGE
3	1	3304	FA395 BALL JOINT CHRYSLER SCREW IN
4	1	3304-5	GREASE ZERK, FA395 BALL JOINT
5	1	3304-3	BOOT, FA395 BALL JOINT
6	1	3304-2	BALL JOINT CASTLE NUT, FA395 BALL JOINT
7	1	3301-1	BALL JOINT WASHER FOR FA395 BALL JOINT
8	1	3304-4	COTTER PIN BALL JOINT
9	1	1025	SLEEVE, $\varnothing 3/4$ x .120 DOM x 2.25
10	1	1024	SLEEVE, $\varnothing 3/4$ x .120 DOM x 1.625
11	1	3100-050F3.50Y	HEX BOLT, 1/2-20 x 3 1/2, GRADE 8, YELLOW ZINC
12	1	3100-050F2.75Y	HEX BOLT, 1/2-20 x 2 3/4, GRADE 8, YELLOW ZINC
13	2	3109-050-S-2-Y	AIRCRAFT WASHER 1/2 x .062 THICK
14	1	3100-050F2.50Y	HEX BOLT, 1/2-20 x 2 1/2, GRADE 8, YELLOW ZINC
15	3	3101-050-20C	LOCKNUT, 1/2-20, GRADE 5, NYLON INSERT, CLEAR ZINC



DESCRIPTION	<b>LOWER DRAG A-ARM BARE METAL FINISH</b>	
<b>Chris Alston's CHASSISWORKS INC.</b> 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295	PART NO.	<b>6121</b>
	7/23/20	DWG: 916121

# PARTS LIST

## 6121 - Drag Race Lower A-Arm Set

Qty	Part Number	Description
2	1025	Sleeve 3/4 x 2-1/4"
2	1024	Sleeve 3/4 x 1-5/8"
2	3100-050F2.50Y	Cap screw 1/2-20 x 2-1/2" Grade 8, hex head, yellow zinc
2	3100-050F2.75Y	Cap screw 1/2-20 x 2-3/4" Grade 8, hex head, yellow zinc
2	3100-050F3.50Y	Cap screw 1/2-20 x 3-1/2" Grade 8, hex head, yellow zinc
6	3101-050-20C	Locknut 1/2-20 nylon insert, clear zinc
4	3109-050-S-2-Y	Aircraft washer 1/2" x 1/16" thick, yellow zinc
8	3333	Flanged polymer bearing
1	5238	Lower A-arm weldment, bare steel, driver side
1	5239	Lower A-arm weldment, bare steel, passenger side

## INSTRUCTIONS

These lower A-arms are designed for use with Chassisworks drag race A-arm frames only. A pair of balljoints (part no. 6104) is required to attach the Mustang II spindles (part no. 6111).

Paint or coat arm weldments prior to assembly. Plug or mask threads and bores as needed.

1. First, install the balljoint. Screw the balljoint into the control arm. The threaded socket has a recess cut into one end for the balljoint dust boot. Screw the balljoint in from the other side. Tighten the balljoint up flat against that side. Torque to 125 ft. lbs. Slide the rubber dust boot over the balljoint stud and press the steel collar down into the socket until it seats.
2. Press the sleeves into the lower A-arm (if not already done). The 1 5/8 inch sleeve goes in the pivot on the 7/8-inch tube. The 2 1/4 inch sleeve goes in the pivot on the 1 1/4 inch tube.
3. Install the lower A-arm on the chassis. Use the 1/2 x 2 3/4 inch bolt on the forward pivot. Use the 1/2 x 3 1/2 inch bolt on the rear pivot. Move the upper a-arm up and down; it should be tight but not real difficult to move. If the A-arm does not move freely, check to make sure your brackets were welded on correctly.
4. Install the balljoint stud into the spindle. The stud must fit tightly in the tapered hole on the spindle. If the hole is damaged, discard the spindle. Torque the stud to 70 ft. lbs. After torquing, if the cotter pin holes do not line up, tighten the stud until the next hole and slot line up. In some cases, you will have to install two washers to make sure the cotter pin lines up with the nut slots at the correct height.
5. The 1/2 - 20 x 2 1/2 inch bolt and 1/2 inch washers are used only with coil over shocks. If you are using a coil spring kit, part no. 6113 or 6125, this hardware will not be used. Put a washer on each side of the shock between the bushing/bearing and bracket.

**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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