

**5820-G10
CHEVELLE UPPER CONTROL ARMS G BODY 78-87 ADJUSTABLE**

<u>ITEM</u>	<u>QTY</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>
1	2	5120	Upper control arm adjustable G body 78-87
2	2	1206	Eyebolt 1-14 right x 1.0 bore
3	4	1229	Pivot spacer 1.223 x .500 bore
4	4	3200	Locknut 1/2 - 20
5	4	3106	Bolt 1/2 - 20 x 4
6	4	3532	Urethane bushing 1.0 x .625 x .563
7	2	3226	Jam nut 1-14 right hand
8	1	3507	Grease pack

These control arms are designed to replace the OEM control arms on 78-87 G body GM cars.

1. Assemble the front adjustable rod end by inserting the two urethane bushings into the billet rod end. Use a portion of the grease supplied to lubricate all surfaces of the bushing that will contact steel. Press the pivot spacers into the bushings one from each side, using the grease supplied. Screw the jam nut onto the rod end so there are 7 or 8 threads showing between the large end and the jam nut. Screw the rod end into the threaded end of the control arm. Lubricate the rod end with light grease or *WD-40* when installing it. Repeat this procedure for the other control arm.

2. Jack the car up under the housing and set it on jack stands under the housing. Use an angle finder to check the pinion angle and record it for later reference.

3. Move the jack stands under the frame. Let the rear end hang free from the shocks so there is no load on the suspension. Remove one of the stock control arms. NOTE: Only one at a time! Adjust the new control arm so the center to center dimension of the mounting hole is the same as your original one. Secure the control arm with the bolt and locknut provided. Repeat this procedure for the other side.

4. Using a floor jack under the rear end housing, jack it up until the weight of the car is on the rear suspension. Recheck your pinion angle to make sure it has not changed. If it has, you can adjust it by removing the upper control arms as before and lengthening or shortening them until the angle is correct. Be sure to adjust them equally so you do not add unwanted preload to your suspension.

5. If you need preload, make the upper control arm shorter on the side of the car that the car is driving toward.

6. It may be necessary to remove some material from the control arm for center section clearance on the driver's side. Use a small grinder to decrease the radius on the control arm until it moves without binding.

7. Verify there is enough clearance for the control arm so it does not hit the housing bosses below the bushing. On cars with low ride heights, you may have to grind the casting for added clearance. There is ample material to do this.

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