

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

INSTALLATION GUIDE



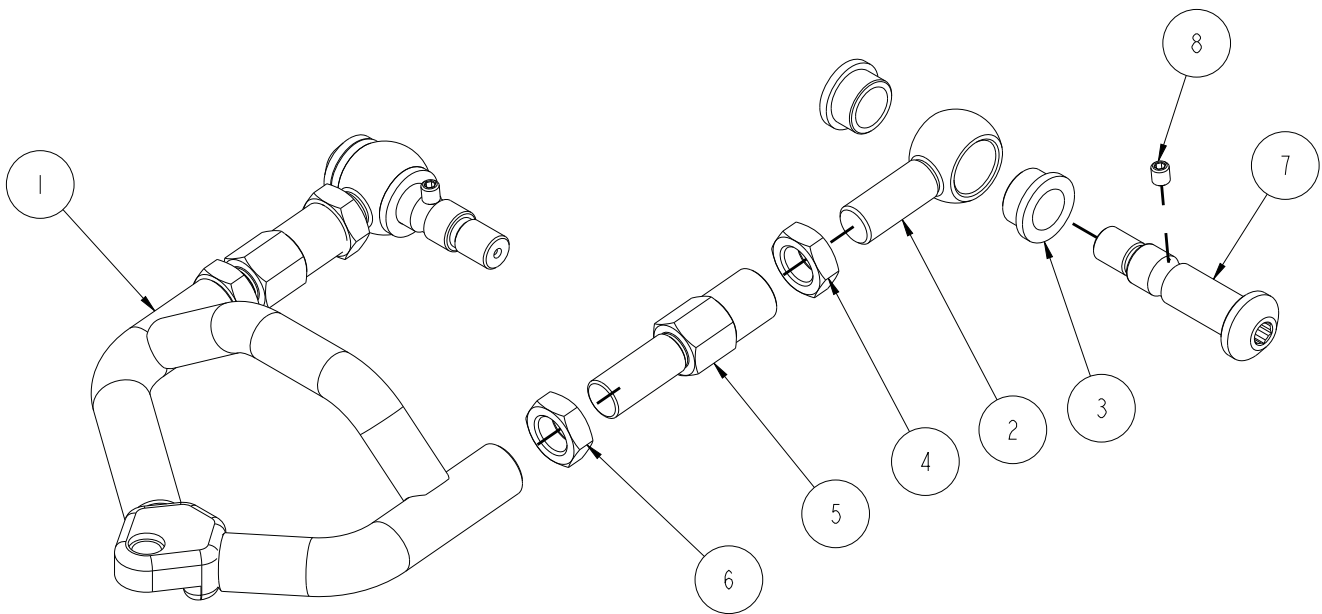
6156 g-Machine Upper Control Arms for Billet Upright



Description: Upper g-Machine A-arms for billet aluminum upright, matte flat black with balljoint-stud bores and stainless pivot pins for Street Machine crossmember

Note: Installation requires use of Street Machine crossmember and billet spindle.

ITEM	QTY	PART NO.	DESCRIPTION
1	1	5074	GSTREET DOUBLE ADJUSTABLE DRIVERS UPPER A-ARM, MILD STEEL, PLAIN
2	4	1269	EYEBOLT, G-MACHINE 3/4-16 RIGHT x 1.0 BORE
3	8	3333	PLASTIC BUSHING $\varnothing 1$ OD x $\varnothing 3/4$ BORE, $\varnothing 1 1/4$ x .156 FLANGE
4	4	3102-075-16RC	JAM NUT, 3/4-16 RIGHT, CLEAR ZINC
5	4	7905-003	ADJUSTMENT COUPLER 3/4-16 RIGHT & LEFT
6	4	3102-075-16LY	JAM NUT, 3/4-16 LEFT, YELLOW ZINC
7	4	1652	PIVOT STUD STAINLESS STEEL .75 X 2.50 X 5/8-18 THREAD
8	4	3106-31C00.38S	SET SCREW, 5/16-18 x 3/8, OVAL POINT, STAINLESS
9	1	5075	GSTREET DOUBLE ADJUSTABLE, PSGR UPPER A-ARM, MILD STEEL, PLAIN



DESCRIPTION		UPPER A-ARM, GSTREET, BILLET UPRIGHT, BLACK, MILD STEEL	
<i>Chris Aston's</i> CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO.	6156
		2/8/07	DWG: 916156

PARTS LIST

6156 - g-Machine Upper A-Arms for Billet Upright

Qty	Part Number	Description
4	1269	Eyebolt, 3/4-16 RH
4	3102-075-16LY	Jam nut, 3/4-16 LH, yellow zinc
4	3102-075-16RC	Jam nut, 3/4-16 LH, clear zinc
8	3333	Flanged eyebolt bearing
1	5074	Upper-arm weldment, driver side
1	5075	Upper-arm weldment, passenger side
4	7905-003	Adjustment coupler, 3/4-16

906156 - Hardware Bag Components

Qty	Part Number	Description
4	1652	Pivot stud, stainless steel
4	3106-31CO0.38S	Set screw, 5/16-18 x 3/8", oval point
2	3110-050-20-8Y	Hex nut, 1/2-20 RH (Not used in kit. Use as an assembly aid.)

INSTRUCTIONS

Aluminum Upright Spindle Installation

Do not attempt to attach the A-arms to the spindle without reading their installation instructions. The assembly procedure is different than anything you have ever assembled. Failure to follow the instructions will result damage to the aluminum upright and will not be warrantied.

Stainless Warning

Stainless steel threads are extremely prone to galling. You must use anti-seize. You must follow the thread cleaning and assembly procedure. Do not do multiple trial fits as this adds to the galling problem.

Prior to beginning installation, use the parts list to verify that you have received all components required for installation. Control arms will ship to you preassembled. If you are not final assembling the suspension, only hand tighten the studs to avoid overworking the threads during trial fits. Keep trial fits to an absolute minimum.

1. Before installing the upper A-arms, the frame mount threads must be chased. Use a 5/8-18 RH tap to chase threads on the front and backsides of both upper A-arm mounts. Clear any debris left in the threads with an air hose.
2. Apply anti-seize onto threads of pivot studs (Item 8) and A-arm mounts. Test fit each pivot stud in the mounting hole it will use. Studs should screw in easily until they bottom out.
NOTE: Always use anti-seize, especially when working with stainless steel hardware. Failing to do so will cause damage to the threads. If the stud begins to tighten or seize before fully seated DO NOT use heavy force. Remove stud and reclean all parts. Clean both male and female threads with a tap and die, apply anti-seize, then carefully assemble.
3. DO NOT grease the pivot bushings.
4. Position the A-arm at it's correct mount and insert the pivot studs by hand. If the bushing fit is too tight to press in by hand, a T-handle or regular Allen wrench can be used to apply pressure while turning the stud. Be careful not to damage the threads.
NOTE: Although the A-arms look very similar, they are not identical. Refer to the assembly drawing to determine driver- and passenger-side arms. The balljoint boss is offset to the rear when viewed from above.

5. Do not fully tighten the studs at this time. Final tightening will be done after the front end alignment has been set.
6. Repeat the installation of the upper A-arm on the passenger side.

ALIGNMENT

1. CAMBER: To adjust camber, turn adjustment couplers equally, in the same direction, until the correct camber is set.
2. CASTER: To adjust caster, turn adjustment couplers equally, in opposite directions, until the correct caster is set. NOTE: Do not have more than two-turns difference between the adjusters to prevent binding the eye bolts.
3. Once alignment is correctly set, tighten all A-arm pivot studs until firmly seated. This will give the bushings the proper amount of crush, and allow the A-arm to move with a small amount of resistance.
4. Apply a drop of Loctite™ onto threads of oval-point set screw (Item 9), then screw into A-arm mount to lock the pivot stud. Be careful not to get excess Loctite™ in the pivot stud bore.

Alignment Starting Point	
Caster	8 to 9 degrees positive
Camber	1 to 1-1/2 degrees negative
Toe	1/16" to 1/8" toe in

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

