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

INSTALLATION GUIDE

CHRIS ALSTON'S Chassisworks
THE HOME OF HIGHER TECHNOLOGY

5755-A10-BSI

Billet-Aluminum Steering Arms for '64-72 Chevelle (GM A-Body)

Description: Bump-steer-improved, billet aluminum, steering arms for '64-72 Chevelle (GM A-Body) spindle. Fits Chassisworks billet-aluminum spindle (5754-AFX-0, 5754-AFX-2) and most OEM-style AFX-body spindles.

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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Applications:

Buick Special	‘67-72
Chevelle	‘67-72
Cutlass	‘67-72

El Camino	‘71-72
Grand Prix	‘69-72

Malibu	‘67-72
Monte Carlo	‘70-72

GMC Sprint	‘71-72
Tempest	‘67-72

PARTS LIST

5755-A10-BSI - Billet-Aluminum Steering Arms, Bump-Steer Improved (GM A-Body)

Qty	Part Number	Description
1	7964-5017	Steering arm, bump-steer-improved, driver side
2	7964-5018	Steering arm, bump-steer-improved, passenger side
NOTE: Mounting hardware included with billet spindles (5754-AFX-0, 5754-AFX-2).		

INSTRUCTIONS

Installation

1. Bolt each steering arm to spindle using the 1/2” bolts with locknuts. Bolt length and style will differ depending upon spindle. Torque to 55-65 lb-ft.
2. Insert outer tie rod stud into tapered seat of steering arm and thread castle nut onto stud. Stud should seat firmly with no looseness or rocking. Torque to 40-45 lb-ft for 7/16” stud; stop at lowest torque value.
3. From lowest toque value, tighten nut to nearest castle nut slot, if necessary to align with hole in tie-rod stud.
4. Insert cotter pin and bend ends over flat against threads.

Check Suspension and Steering Travel

5. Complete spindle assembly and install shocks without springs. This allows you to easily move the suspension thru its full range of travel.
6. Position suspension at ride height and set alignment specifications.
7. Move the suspension to full drop position with shock completely extended. Turn the wheel full lock-to-lock and verify no suspension component runs out of travel or interferes with anything else.
8. Move the suspension to full bump position with shock completely collapsed. Turn the wheel full lock-to-lock and verify no suspension component runs out of travel or interferes with anything else.
9. Position the suspension halfway between full drop and full bump with shock positioned approximately a ride height. Turn the wheel full lock-to-lock and verify no suspension component runs out of travel or interferes with anything else.

   NOTE: To maximize rigidity and steering response, steering arms have increased thickness in the area between the tie rod and spindle. If necessary, modify the control arm steering stop to improve turning radius. This is generally not required with aftermarket control arms.
10. Reinstall brake system.
11. Check all mounting hardware.
12. Lubricate balljoints and tie rods.
13. Install wheels to their original location and torque lug nuts. Lower vehicle.