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

5820-G10

g-Bar Poly-Bushed Upper Control Arms
1978-1988 GM G-Body Vehicles

Description: Single-adjustable upper control arms with 1”-shank poly-bushed rod ends and clevis. Fits most 1978-1988 GM G-Body vehicles with 11-1/8” center-length upper arms. Includes arm weldments, poly rod ends, and mounting hardware.

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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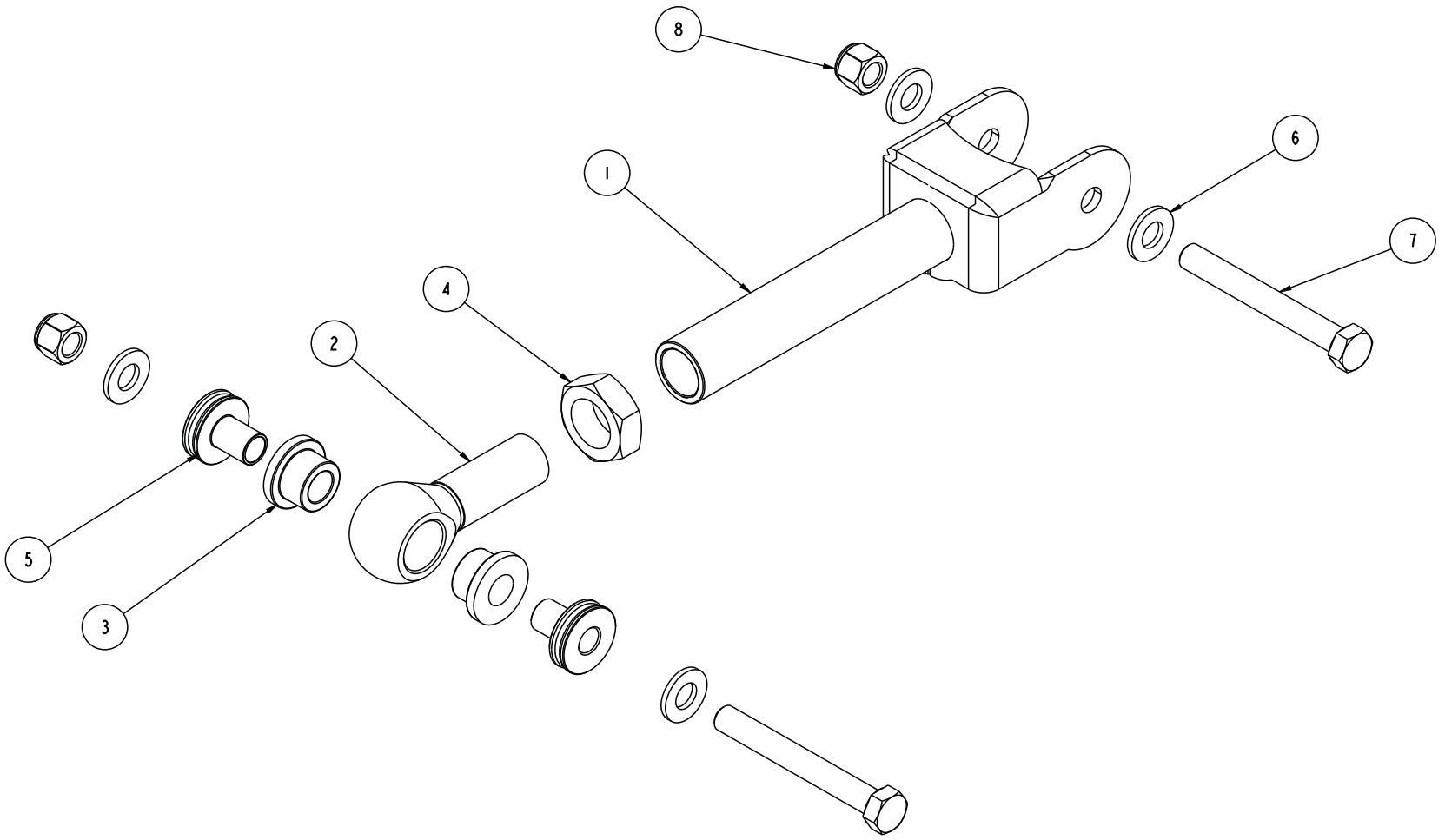

ITEM	QTY	PART NO.	DESCRIPTION
1	1	5120	UPPER CONTROL ARM ADJUSTABLE G BODY 78-87 CHEVELLE
2	1	1206	EYEBOLT, 1-14 RIGHT x ∅1.0 BORE x 1.25 WIDE
3	2	3532	POLYURETHANE BUSHING 1.0 x .625 x .563
4	1	3102-100-14RC	JAM NUT, 1-14 RIGHT, CLEAR ZINC
5	2	1229	PIVOT SPACER .500 BORE x 1.195 LONG
6	4	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED
7	2	3100-050F4.00Y	HEX BOLT, 1/2-20 x 4, GRADE 8, YELLOW ZINC
8	2	3101-050-20C	LOCKNUT, 1/2-20, GRADE 5, NYLON INSERT, CLEAR ZINC

DESCRIPTION

UPPER CONTROL ARMS, 78-87 G BODY, ADJUSTABLE

Chris Alston's **CHASSISWORKS INC.**
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SACRAMENTO, CA 95828
(916) 388-0288 FAX 388-0295

PART NO. 5820-G10

10/8/09 | DWG: 915820-G10

PARTS LIST

5820-G10- G-BAR POLY-BUSHED UPPER CONTROL ARMS, ‘78-88 GM G-BODY

Qty	Part Number	Description
2	5120	Upper arm weldment, 9-1/8” OAL, 1” RH thread

905820G10.12 - HARDWARE BAG 1 OF 2

Qty	Part Number	Description
4	1229	Pivot spacer .50” bore X 1.195” long
2	3102-100-14RC	Jam nut 1-14 right hand thread
4	3532	Urethane bushing 1.0 x .625 x .563” black

905820G10.22 - HARDWARE BAG 2 OF 2

Qty	Part Number	Description
2	1206	Eyebolt 1”-14 Right hand thread x 1.0” bore
4	3100-050F4.00Y	Bolt 1/2-20 x 4” hex cap screw
4	3101-050-20C	Locknut 1/2-20 nylon insert
8	3120-050S-Y	Washer 1/2” SAE hardened flat
1	3151-5ML	Poly lube 5ml squirt tube

INSTRUCTIONS

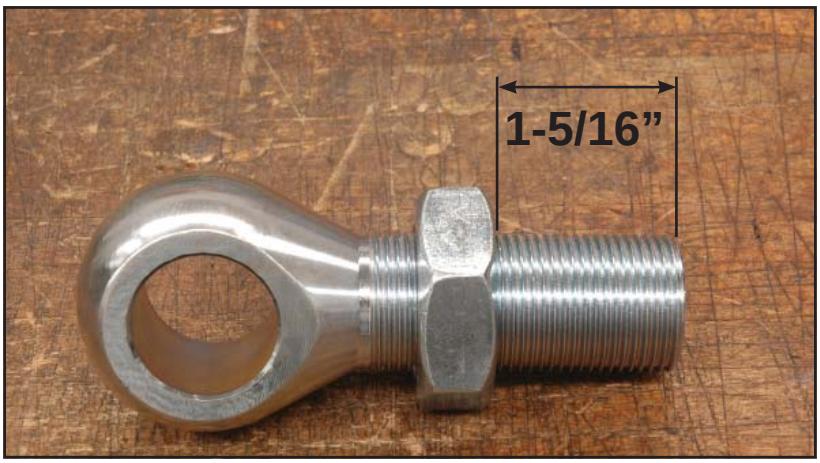
Photos shown in this instruction sheet may not exactly match your vehicle. However, the installation procedures are the same.

1. Raise vehicle and support rear end housing with jack stands, so weight of vehicle is carried by the suspension.
2. Use an angle finder to measure the pinion angle at ride height and record it for later reference.

3. Remove passenger-side stock upper control arm. Control arms will be swapped one at a time for safety purposes.

4. Verify the stock upper control arm length by measuring from bolt-center to bolt-center. If existing control arm measurement is NOT 11-1/8”, stop installation immediately. You have the incorrect control arms.

5. Thread 1”-14 RH jam nut onto eye bolt until 1- 5/16” of threads exposed.

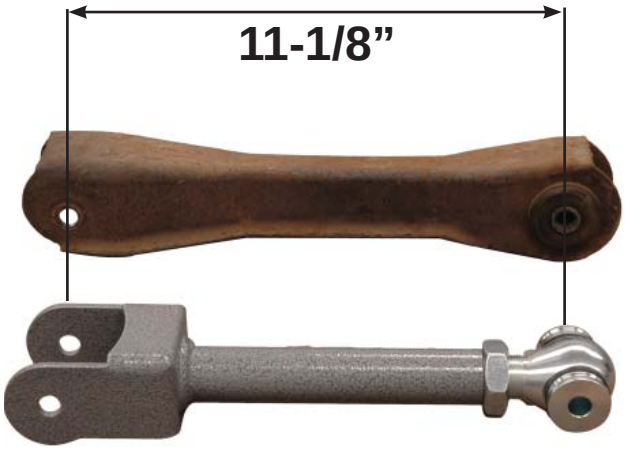


6. Apply Anti-Seize™ to the eye-bolt threads and thread it into control arm weldment.

7. Press one urethane bushing into the eye bolt from each side.

8. Apply a small amount of the poly lube to the pivot spacer sleeve and press one pivot spacer into each urethane bushing. Use a vise or C-clamp, if needed.

9. Verify that center-to-center assembly length is 11-1/8”. Adjust length if necessary.
10. Reposition jack stands so that rear suspension hangs freely.



11. The new upper control is ready to install.

    OPTIONAL PART SHOWN:
    Chassisworks urethane housing bushings (5834-A11-HU)

12. Insert the eye bolt assembly into the OEM frame mount brackets and secure with the 1/2-20 x 4” hex bolt, flat washers and locknut supplied.

13. Place the urethane thrust bushing over the small end of the upper control arm bushing
14. Apply poly lube to the surfaces of the bushings that will contact the control-arm clevis.
15. Slide the folded clevis over the bushing on the axle housing and secure with the 1/2-20 x 4” hex bolt, flat washers and locknut supplied.

ARM WELDMENT CLEARANCING

When installing the upper control arms on a car with an aftermarket 12-bolt rear end housings, the driver side upper control arm may need to be ground for clearance between the arm and the housing.

This photo shows the modification that may be needed to gain the proper clearance between the UCA and the housing.

After making the modifications the proper clearance is shown here.

16. Do not fully tighten the bolts at this time.
17. Repeat steps 10-12 for opposite side.
18. Reposition jack stands, so that the weight of the vehicle is again carried by the suspension at level ride height.

19. Verify that the pinion angle is set correctly. Adjust control arm lengths equally, if necessary.

20. After the pinion angle is checked, torque the four mount bolts to 55 lb-ft.
21. Using a floor jack, cycle rear suspension throughout its full range of vertical travel and body roll to check for binding at rod ends. Coil springs must be removed and shocks reinstalled to correctly limit travel at each extreme. Some limited applications may require the driver's side control arm flange and/or the third member case to be clearanced with the use of a small grinder.
22. Once operation is bind free, reinstall springs, then verify that all mounting hardware is correctly installed and tightened to correct torque specification.