

## PARTS LIST

Qty	Part Number	Description
2	5048	Lower 1-5/8" Control Arm 15-1/16" Long

### 906256.12 - Hardware Bag Components

Qty	Part Number	Description
4	3106	Bolt 1/2-20 x 4" Hex Head Cap Screw, Grade 8
8	3120-050S-Y	Washer 1/2" Hardened Flat SAE
8	3135-1628-049	Ball Spacer .766 Offset x .5 Bore
4	3200	Locknut 1/2-20 Nylon Insert, Plated

### 906256.22 - Hardware Bag Components

Qty	Part Number	Description
2	3102-088-14RC	Jam Nut 7/8-14 RH Grade 5, Clear Zinc
2	3102-088-14LY	Jam Nut 7/8-14 LH Grade 5, Yellow Zinc
2	3137-088X075-R	Rod End 7/8-14 RH x 3/4" Bore Male Teflon
2	3137-088X075-L	Rod End 7/8-14 LH x 3/4" Bore Male Teflon

## INSTRUCTIONS

1. Raise vehicle and support frame with jack stands so that rear suspension hangs freely.
2. Remove factory rear anti-roll bar if present.
3. Verify the stock lower control arm length by measuring from bolt-center to bolt-center. If existing control arm measurement is NOT 19-5/16", stop installation immediately. You have the incorrect control arms.  
Note: Some vehicles were equipped with 12mm control arm bolts. Do NOT use the stock size 12mm hardware. Upper control arm mounts with 12mm holes will need to be drilled out to 1/2".
4. Thread jam nuts onto rod ends until distance from center of spherical bearing and opposite side of jam nut measures 2-1/8". Shown in assembly diagram. Yellow zinc plated jam nuts are left hand thread.
5. Apply Anti-Seize™ to rod end threads and thread rod ends into lower control arm. Hex shaped tube adapter end uses left hand threads.
6. Verify that center-to-center assembly length is 19-5/16". If necessary adjust length by screwing rod ends in or out **equal amounts** to ensure thread engagement remains balanced.
7. Remove first stock lower control arm. *Control arms will be swapped one at a time for safety purposes.*
8. Insert two ball spacers into each rod end. Spacer shoulder should seat against ball.
9. Install new control arm using supplied hardware as shown in assembly diagram. Hex adjuster should be mounted at rear axle for easier access. Torque mounting hardware at chassis and rear axle to 70 lb ft.
10. Tighten jam nuts. Make sure rod end bodies are centered and have equal clearance at each side of mount.
11. Repeat steps 6-10 for opposite side.
12. 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.
13. If maximum rod end misalignment is exceeded, loosen jam nut and rotate rod end body to allow adequate clearance, then re-tighten jam nut.
14. Once operation is bind free, reinstall springs, then verify that all mounting hardware is correctly installed and tightened to the correct torque specification.

## INSTALLATION GUIDE



### 5807-G10

#### 19-5/16" Pro Lower Control Arms

1982-1992 GM F-Body and 1978-1987 A & G-Body Chassis Vehicles



**Description:** Direct replacement 19-5/16" (center-to-center) length Pro Lower Control Arms, rod ends, jam nuts, reducer spacers, and mounting hardware. Fits 1982-1992 F-Body and 1978-1987 A & G-Body vehicles with 19-5/16" length factory lower control arms.

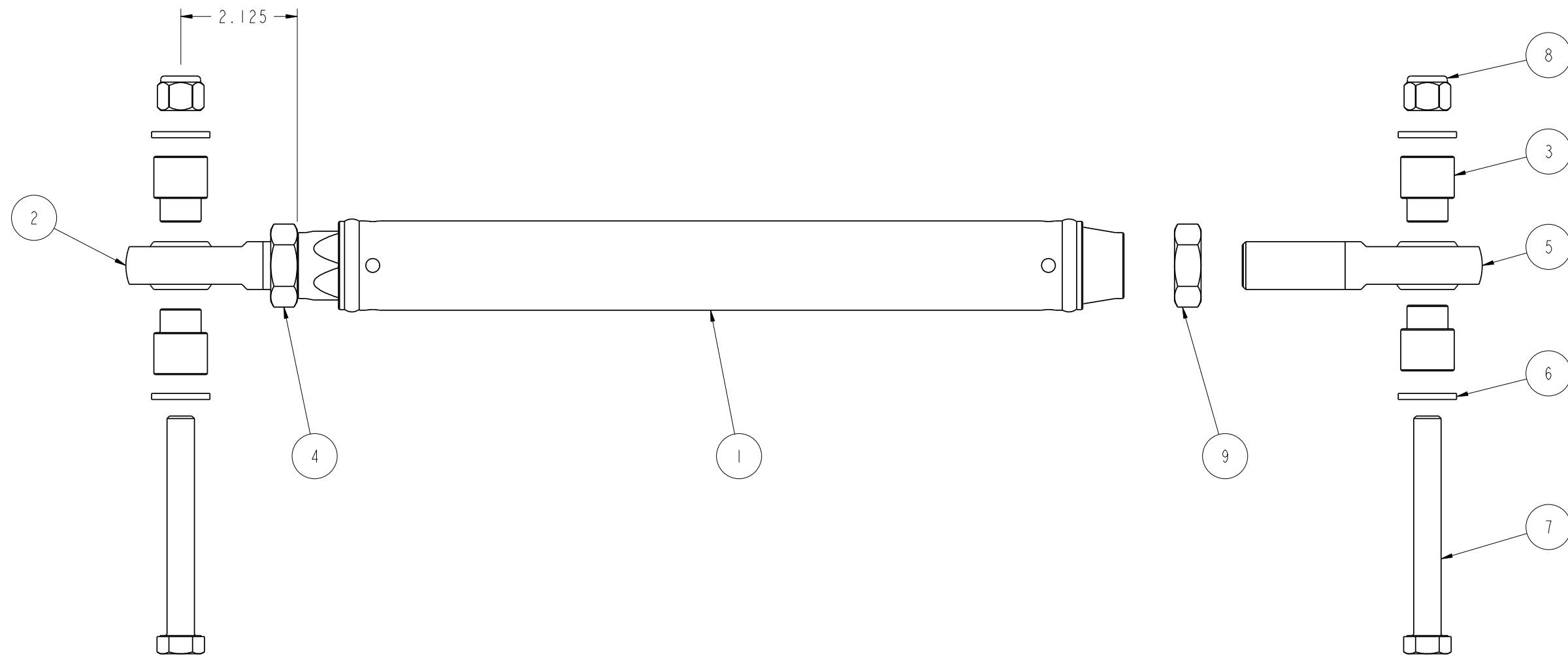
**Note:** Not designed for use with factory rear anti-roll bars mounted at lower control arms.

#### 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: tcptech@cachassisworks.com





ITEM	QTY	PART NO.	DESCRIPTION
1	1	5048	LOWER 1-5/8 CONTROL ARM 78-87 GM G BODY
2	1	3137-088X075-L	ROD END 7/8 x 3/4 BORE 4130 LEFT TEFLON RSMXL12T
3	4	3135-1628-049	REDUCER SPACER, 1/2 x .766 LONG, 3/4 BORE x 7/8 WIDE BALL
4	1	3102-088-14LY	JAM NUT, 7/8-14 LEFT, YELLOW ZINC
5	1	3137-088X075-R	ROD END 7/8 x 3/4 BORE 4130 RT TEFLON RSMXL12T
6	4	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED
7	2	3106	HEX BOLT, 1/2-20 x 4, GRADE 8, YELLOW ZINC
8	2	3200	LOCKNUT, 1/2-20, GRADE 8, NYLON INSERT, CLEAR ZINC
9	1	3102-088-14RC	JAM NUT, 7/8-14 RIGHT, CLEAR ZINC

DESCRIPTION	<b>PRO LOWER ARMS, 78-87 G BODY, 1-5/8 TUBE, 7/8 ROD ENDS</b>	
<i>Chris Alston's</i> <b>CHASSISWORKS INC.</b> 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295	PART NO.	<b>6256</b>
	6/29/06	DWG: 916256