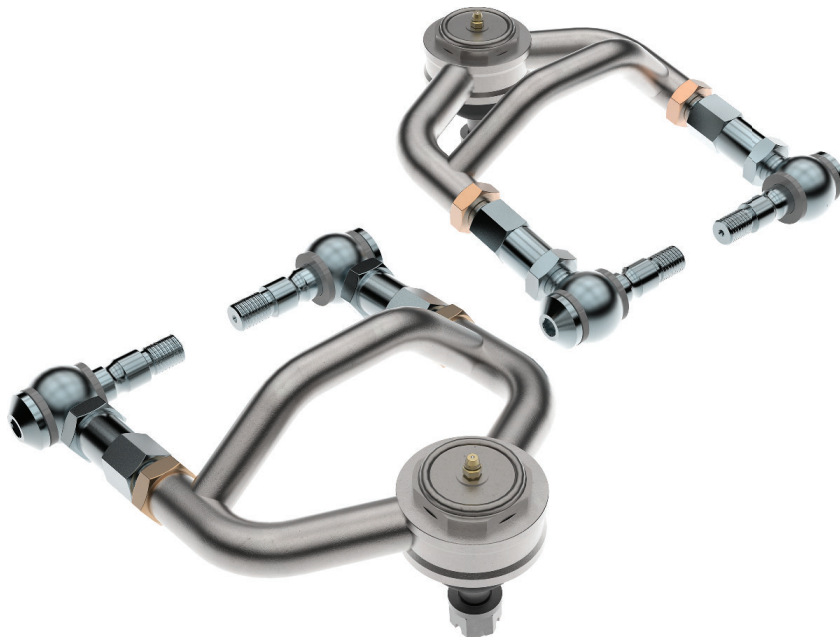


INSTALLATION GUIDE



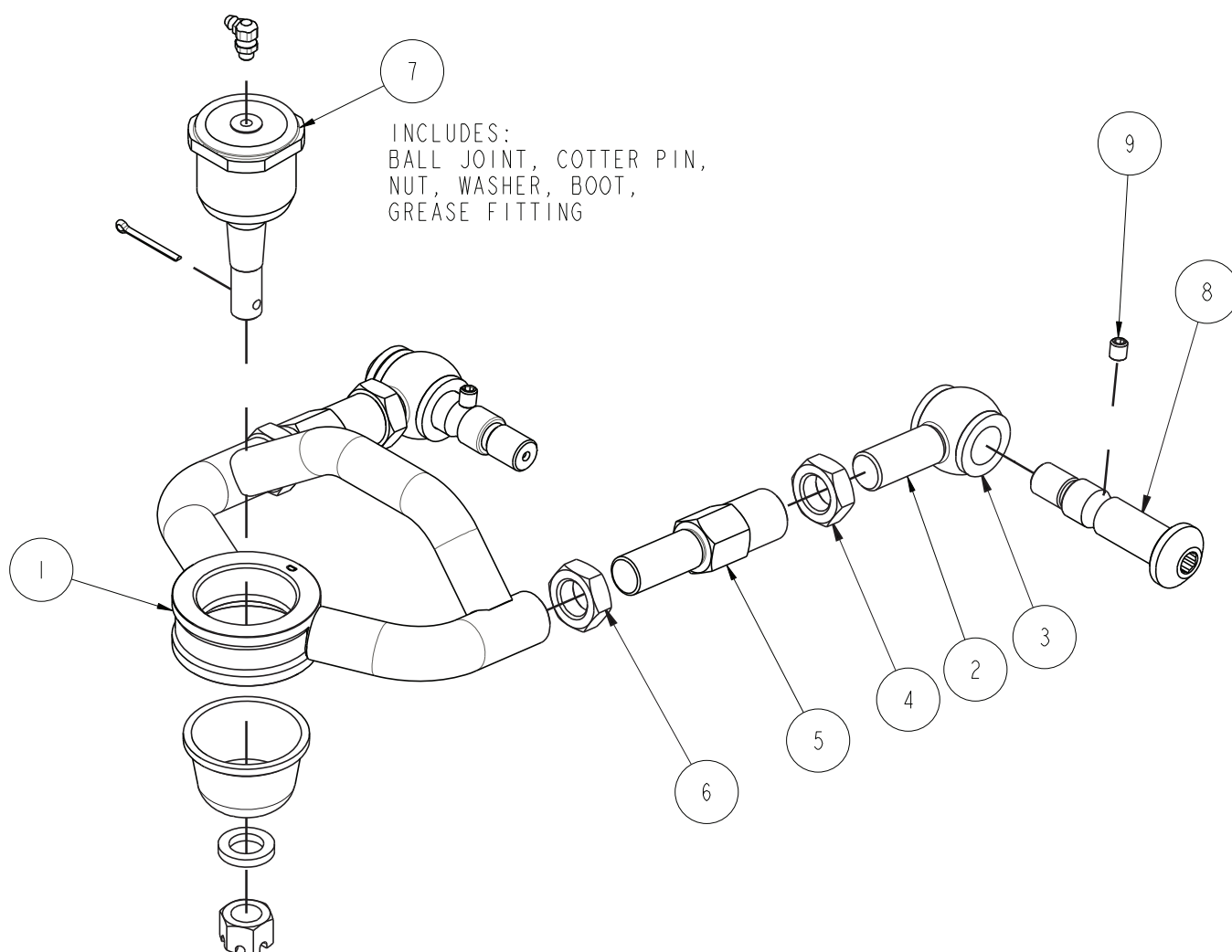
6152 g-Machine Upper A-Arms



Description: Upper g-Machine A-arms, matte flat black with balljoints and billet pivot pins for Street Machine crossmember

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

ITEM	QTY	PART NO.	DESCRIPTION
1	1	5045	G/M DOUBLE ADJUSTABLE DRIVERS UPPER A-ARM, MILD STEEL, PLAIN
2	2	1269	EYEBOLT, G-MACHINE 3/4-16 RIGHT x 1.0 BORE
3	4	3333	PLASTIC BUSHING
4	2	3102-075-16RC	JAM NUT, 3/4-16 RIGHT, CLEAR ZINC
5	2	7905-003	ADJUSTMENT COUPLER 3/4-16 RIGHT & LEFT
6	2	3102-075-16LY	JAM NUT, 3/4-16 LEFT, YELLOW ZINC
7	1	3304	FA395 BALL JOINT CHRYSLER SCREW IN
8	2	1652	PIVOT STUD STEEL .75 X 2.50 X 5/8-18 THREAD
9	2	3106-31C00.38S	OVAL POINT SET SCREW, 5/16-18 x 3/8, STAINLESS



DESCRIPTION		UPPER A-ARM, G-MACHINE BLACK, MILD STEEL	
Chris Alston's CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO.	6152
		2/8/07	DWG: 916152

PARTS LIST

Qty	Part Number	Description
2	3304	Balljoint, Screw-In
1	5045-2	g-Machine Upper A-arm, Driver Side, Black
1	5046-2	g-Machine Upper A-arm, Passenger Side, Black

906152.12 - Hardware Bag Components

Qty	Part Number	Description
4	1269	g-Machine Eyebolt, 3/4-16 RH x 1" Bore
8	3333	Flanged Bearing, 3/4 ID x 1" OD
4	7905-003	Adjuster Coupler, 3/4-16 RH Male, 3/4-16 LH Female

906152.22 - Hardware Bag Components

Qty	Part Number	Description
4	1652	Pivot Stud, Steel, 3/4 x 2-1/2 x 5/8-18
4	3102-075-16LY	Jam Nut, 3/4-16 LH, Grade 5, Yellow Zinc
4	3102-075-16RC	Jam Nut, 3/4-16 RH, Grade 5, Clear Zinc
4	3106-31CO0.38S	Set Screw, Oval Point, Stainless Steel, 5/16-18 x 3/8

INSTRUCTIONS

Prior to beginning installation, use the parts list to verify that you have received all components required for installation.

1. Insert one self-lubricating pivot bushing (Item 3) into each side of the eye bolts until the flange bottoms out.
2. Use a tap to chase threads in upper A-arm (3/4-16 LH) (Item 1), and adjustment coupler (3/4-16 RH) (Item 5). Clear any debris left in the threads with an air hose.
3. Thread the 3/4-16 LH jam nuts (Item 6) onto the adjustment couplers. Also thread the 3/4-16 RH jam nuts (Item 4) on to the eyebolts (Item 2). The jam nuts should be threaded on fully at this time.
4. Apply anti-seize onto male threads of adjustment couplers and eye bolts. Then screw the assembly together, as shown in the diagram, until the jam nuts seat against the A-arm and adjustment coupler.
5. 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.
6. 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: Use anti-seize if 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. Clean both male and female threads with a tap and die, apply anti-seize, then carefully assemble.

7. DO NOT grease the pivot bushings.

8. 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. The letter "D" or "P" on the balljoint housing identifies which side of the car the A-arm installs in.

9. Do not fully tighten the studs at this time. Final tightening will be done after the front end alignment has been set.
10. 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.

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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