

INSTRUCTIONS FOR INSTALLING UPPER CONTROL ARM PARTS

TO DISASSEMBLE:

1. Block up under the front cross member until both front wheels are off the floor. Use a jack under the spring seat of one side and raise wheel until the tension is removed from the knuckle support pins.
2. Remove the wheel and tire assembly.
3. Unscrew and remove the rear bushing "A" (Fig.1) from the upper control arm.
4. Remove clamp bolt "B" in front upper control arm. Unscrew and remove front bushing "C."

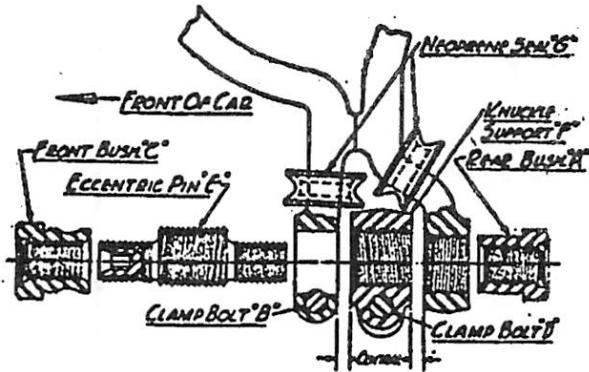


Figure 1 Showing Proper Arrangement for Assembly

5. Loosen clamp bolt "D" in upper end of knuckle support and using an Allen wrench into end of pin "E," unscrew and remove pin "E."

TO ASSEMBLE:

1. Install the rubber seals "G" over each of the forks in position shown in Fig. 1.
2. Screw pin "E" into knuckle support until its large dia. is centered in knuckle support, i.e. until same amount extends on each side of knuckle eye.
3. Now center the knuckle support "F" between the fork of control arm and while in this position start rear bushing "A" onto threads of pin "E" and into grooves of control arm. Since the threads and grooves may not exactly match it may be necessary to turn pin "E" a slight amount until both the threads and grooves pick up at the same time.
4. Screw rear bushing "A" against control arm as tightly as one man can pull on an 18 in. wrench. Be sure that knuckle support "F" is in center of control arm forks.
5. Clamp pin "E" in knuckle support by securely tightening clamp bolt "D."
6. Start front bushing "C" onto pin and into control arm and screw into place until approx. 1/32 in. space is left between head and outside of control arm (See fig. 11). It is important that the head of this bushing is not tightened against control arm since that would bind threads of pin "E" and prevent free action.
7. Now pull the rubber seals "G" over end of control arm until they are placed between control arms and knuckle support.
8. Clamp front bushing with clamp bolt "B."
9. Replace wheel and tire assembly.
10. Check for caster, camber, and toe - in. Correct if necessary. Have

car empty, tires properly inflated, and front wheels and steering mechanism properly adjusted.

TO ADJUST CAMBER:

Camber is the amount that the wheels are closer or farther apart at the bottom than at the top. Positive camber (that is where wheels are closer at bottom than at top) tends to prevent wander.

1. Remove grease fitting from front bushing "C" and loosen clamp bolt "D" in knuckle support.
2. Using an Allen wrench through hole where grease fitting was removed, turn

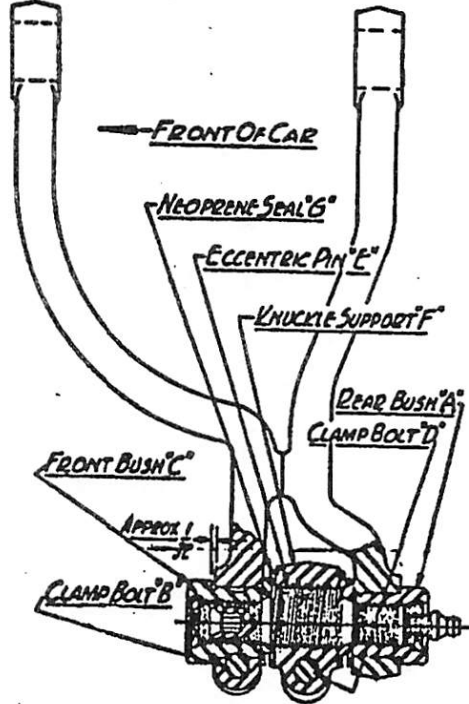


Figure 2 Showing Proper Assembly

- eccentric pin "E" until proper camber is obtained. One half turn gives maximum adjustment possible. If this does not produce proper camber, check for bent control arms, knuckle support or other irregularities.
3. Tighten clamp bolt "D" and replace grease fitting.

TO ADJUST CASTER:

Positive caster is the amount that the projection of the king pin to the road surface is ahead of the contact of the tire with the road surface.

1. Using an Allen wrench through hole as above turn pin "E" which will cause upper end of knuckle support to move either forward or back to obtain proper caster.
2. Tighten clamp bolt "D" and replace grease fitting.

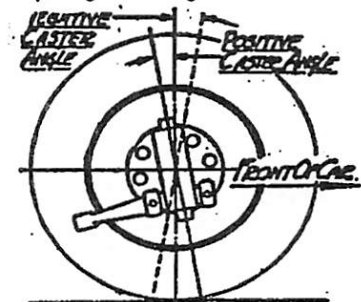


Figure 3

PROPER CAMBER AND CASTER TOE - IN

CAR MODEL	YEAR	CAMBER	CASTER	TOE-IN
CHEVROLET Special DeLuxe Master DeLuxe	1939-47	3/4° Neg. 1/4° Pos.	1/2° Neg. 1/2° Pos.	0"-1/16"
Chevrolet EJ EK	1948	3/4° Neg. 1/4° Pos.	1/2° Neg. 1/2° Pos.	0"-1/16"