

# Tubular Upper A-Arms

## Installation

The RMS Tubular Arms are designed to directly replace your stock upper control arms and no modifications should be necessary. In some cases, especially if using bearing ends, slight grinding may be needed on the forward frame bracket in A-bodies. Before connecting arm to spindle, move it through the complete range of motion to ensure adequate clearance.

The a-arms are constructed with an offset balljoint to improve caster adjustment. As they are tilted to accommodate the OEM anti-dive, they will only fit one way. If you install an arm the wrong way, it will look obviously out of place and suspension travel will be limited. The arms are labelled "L" and "R" on the front of the balljoint ring for easier identification.

### **WARNING!!!**

**BEFORE REMOVING THE STOCK UPPER CONTROL ARMS, YOU MUST RELEASE THE TORSION BAR TENSION BY LOOSENING THE TENSIONER BOLT FOUND UNDERNEATH THE LOWER CONTROL ARM!!! FAILURE TO DO THIS CAN RESULT IN SERIOUS INJURY!!!!!!**

Install the rod ends into the car with the tapered spacers included. The large side of the spacer faces the car.

As a starting point, the ends should be just one full turn out. For 99% of all vehicles, this will allow plenty of adjustment. If 6+ degrees of caster is desired, turn the forward end out a few turns and the rearward end all the way in, to move the balljoint back some. Also, spacers can be moved around to locate the balljoint further forward or back to accommodate special needs.

Installation of this product requires vehicle to be re-aligned. Always align a motor vehicle at a professional shop to ensure proper control of the vehicle.