



Incorporated
762 Bonham Avenue / Columbus, Ohio 43211

THESE CONTROL ARMS ARE DESIGNED TO BE USED WITH OEM TYPE
COMPRESSED RUBBER BUSHINGS. DO NOT USE POLYURETHANE BUSHINGS OR ANY
BUSHINGS OTHER THAN STOCK RUBBER TYPE.

JEG'S LIGHTWEIGHT CONTROL ARM KIT
40205

This kit is designed to replace the stock Monza control arms and the stock type springs and shocks on a Jegster front end. Use a Koni #S-4407 or #S-4408 coil over. The spring and shock mount assembly must be removed from the Jegster front frame. The new control arms take stock Monza ball joints and bushings. Be sure to use the correct ball joints for the spindles being used. Be sure to use the flanged washers with the lower control arm bushings. After removing the spring and shock assembly brackets from the front end install the control arms and spindles temporarily. Set the cam bolts at their mid point. Support the outer end of the lower control arm so that the spindle center line, when steered straight ahead, is at the correct height. See figure A below. Bolt the coil over to the lower control arm, without the spring, using the bolt and spacers provided. Position the coil over at the center of it's travel and trim and fit the brackets as necessary. See figure B below. The upper mounting bolt should be parallel to the lower mounting bolt. The coil over center line should be perpendicular to the mounting bolts. When fitting the brackets, it may be necessary to trim for frame fit, steering column clearance, and spring seat clearance. After tack welding the brackets in place, check for shock clearance throughout it's travel. Weld in the bracket brace between the front and rear bracket plates as shown. Do not change the installed height of the suspension. If a change in body height is desired, move the entire front frame higher or lower in the car. After final assembly of the car set the spring height, set the caster at 5° positive, and the camber at 0°

FIGURE A

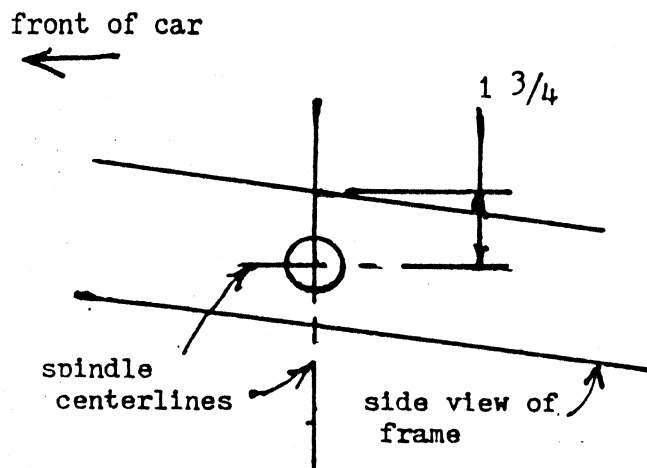


FIGURE B

