

**Detroit Speed**  
**Tubular Lower Control Arms**  
**1978-1988 G-Body & 1982-2004 S10**  
**P/N: 031208DS**

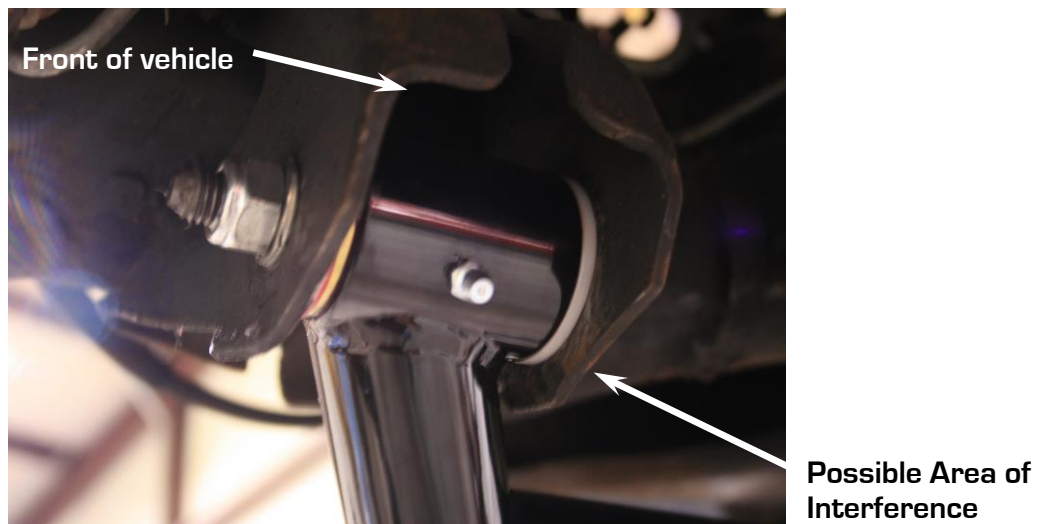
The Detroit Speed Tubular Lower Control Arms replace the stock lower control arms on 1978-1988 G-Body & 1982-2004 S10 vehicles. We have taken great pride in designing, developing, machining, and fabricating this product. The tubular lower control arms are shipped complete with lower ball joints, steering stops, and greaseable Delrin™ bushings. They are shipped ready to install on the vehicle.



Item	Part Description	Quantity
1	LH Lower Control Arm Assembly	1
2	RH Lower Control Arm Assembly	1
3	Sway Bar End Link Assembly	2
4	9/16" - 18 Castle Nut (Installed on ball joint)	2
5	Cotter Pin (Installed on ball joint)	2
6	5/16" - 18 x 1" L Hex Head Cap Screw	4
7	5/16" - 18 Nylon Lock Nut	4
8	5/16" - 18 SAE Flat Washer	4
9	S10 Crush Sleeve	2
10	Instructions	1

Fastener Torque Specifications	
Application	Torque (ft-lbs)
Control Arm to Frame	65
Sway Bar End Links	40
Lower Ball Joint	90
Lower Shock Mounting Bolts	25

1. Secure the vehicle on jack stands and remove the front wheels.
2. Remove the sway bar end link assembly from the vehicle.
3. Separate the lower ball joint from the spindle. **CAUTION:** The springs are under tension, so the proper spring compressor must be used.
4. Remove the two bolts that secure the lower control arm to the frame.
5. Remove the lower control arms from the vehicle.
6. Due to variation in the factory frame, modification may be required on the lower rear control arm mount. To determine if the modification is required, install the control arm in the frame and move the control arm up and down to simulate suspension travel. If the control arm comes in contact with the frame mount, clearance as necessary. **NOTE:** Allow 1/4" of clearance between the lower control arm tube and the control arm mount on the frame. Refer to Figure 1 below to see the possible area of contact.



**Figure 1 - Interference Area**

7. Install the new lower control arm using the factory hardware or newly obtained hardware. Torque the bolts between the control arm and the subframe to 65 ft-lbs. **NOTE:** The lower control arms have been pre-assembled with appropriate crush sleeves for 1978-1988 G-Body vehicles. If the arms are being installed on 1982-2004 S10 trucks, it will be necessary to replace the yellow zinc crush sleeve in the front pivot of the lower control arm with the yellow zinc crush sleeve from the hardware bag.
8. Install the coil spring. **NOTE:** Use the appropriate spring compressor to install the coil springs.
9. Insert the lower ball joint stud into the spindle. Thread the supplied 9/16"-18 castle nut onto the lower ball joint stud. Tighten the nut to the manufacturer's torque recommendation of 90 ft-lbs and install the cotter pin. Make sure to bend the cotter pin after sliding it through the ball joint to insure it does not slide out of the ball joint.
10. Install the shocks. Use the provided 5/16"-18 x 1" L Hex Head Bolts along with the 5/16"-18 Nylon lock nuts and washers. Torque to 25 ft-lbs.

11. Disassemble the bushing end of the provided sway bar end links and install into the sway bar. Before tightening the bushing end of the link, insert the lower link end into the lower control arm and install the provided nut. Tighten the upper bushing end until the bushings start to compress and torque the lower nut to 40 ft-lbs.
12. **The Tubular Lower Control Arms are shipped without grease.** Be sure to grease both the ball joints and the Delrin™ bushings.
13. Due to possible interference between the tubular lower control arms and the tie rod adjuster sleeve, DSE recommends replacement of the factory sleeves with our Billet Tie Rod Adjusters [DSE P/N: 090103BDS].



**Figure 2 – Billet Tie Rod Adjusters**

14. Installation is now complete. A professional alignment must be performed at this time. If using the DSE Tubular Upper Control Arms as well, we suggest using the alignment specifications shown in Figure 3 below on the left. If not, DSE recommends using the settings shown below in Figure 3 on the right.

Alignment Specifications w/DSE Uppers		Alignment Specifications w/Stock Uppers	
Camber	- 0.75° ± 0.2°	Camber	- 0.30° ± 0.2°
Caster	+ 7.0° ± 0.5°	Caster	+ 4.0° ± 0.5°
Toe-in (Total)	1/16" ± 1/16"	Toe-in (Total)	1/8" ± 1/16"

**Figure 3 – Suggested Alignment Specifications**

15. The installation is complete.

If you have any questions before or during the installation of this product, please contact Detroit Speed at [tech@detroitsspeed.com](mailto:tech@detroitsspeed.com) or 704.662.3272