THE LOWER ARMS ARE MIRROR COPIES (NOT IDENTICAL COPIES) ON EITHER SIDE OF THE VEHICLE
REMOVE ALL BUSHES DURING WELDING TO AVOID HEAT DAMAGE

SOME VEHICLES REQUIRE SHOCK-ABSORBER MOUNTS ON THE LOWER SUSPENSION ARMS, WHILE OTHER VEHICLES MOUNT THE SHOCK-ABSORBERS TO THE SUSPENSION UPRIGHTS.

BOTH TYPES OF ARMS USE THE SAME CONSTRUCTION AND THE SHOCK-ABSORBER MOUNTS CAN BE ADDED IF REQUIRED.
LOWER ARM INNER TUBE
MATERIAL = 25NBx3.2 PIPE, 392mm EACH
2 REQUIRED

CHAMFER ENDS 0.5mm
INTERNAL AND EXTERNAL

LOWER ARM OUTER TUBE
MATERIAL = 25NBx3.2 PIPE, 142mm EACH
2 REQUIRED

CHAMFER ENDS 0.5mm
INTERNAL AND EXTERNAL

LOWER ARM REAR TUBE
MATERIAL = 25NBx3.2 PIPE, 525mm EACH
2 REQUIRED

LOWER ARM BRACE TUBE
MATERIAL = 25NBx3.2 PIPE, 175mm EACH
2 REQUIRED

LOWER ARM FRONT TUBE
MATERIAL = 25NBx3.2 PIPE, 570mm EACH
2 REQUIRED

MATERIAL = 25NBx3.2 PIPE, (33.7mm OD)
TOTAL MATERIAL REQUIRED = 3250mm
72 WEIGHT SAVING HOLE IS RECOMMENDED BUT NOT ESSENTIAL

LOWER ARM GUSSET
MATERIAL = 4mm MILD STEEL
2 REQUIRED
2 COMPLETE ARMS REQUIRED

ARMS ARE MIRROR COPIES
(LEFT & RIGHT)

THE ONLY CHANGE BETWEEN SIDES IS THE GUSSET

ON BOTH ARMS THE GUSSET MUST BE ON THE UNDERSIDE OF THE ARM.

LEFT ARM

RIGHT ARM

(VIEWED FROM BELOW)

THE ARMS CAN BE WELDED ON A FLAT SURFACE.

TACK WELD ONE SIDE OF THE ARM BEFORE FLIPPING THE ARM AND WELDING THE OTHER SIDE. FULLY WELDING ONE SIDE BEFORE FLIPPING CAN LEAD TO SEVERE HEAT DISTORTION.

ONCE THE 5 TUBES AND 1 GUSSET PLATE ARE WELDED TOGETHER, THE ARM IS READY FOR USE ON VEHICLES WHICH DO NOT REQUIRE A SHOCK-ABSORBER MOUNT ON THE LOWER SUSPENSION ARM.

VEHICLES WHICH REQUIRE AN ARM SHOCK MOUNT MUST BE FITTED WITH THE SHOCK MOUNT SHOWN OVERLEAF.

ENSURE INNER, OUTER AND BRACE TUBES ARE PARALLEL

UNDERSIDE OF GUSSET IS FLUSH WITH UNDERSIDE OF TUBES

FRONT VIEW (CUTAWAY)
THE LOWER ARMS ARE MIRROR COPIES (NOT IDENTICAL COPIES) ON EITHER SIDE OF THE VEHICLE

REMOVE ALL BUSHES DURING WELDING TO AVOID HEAT DAMAGE

1/2" x 2.5" UNF BOLT w/ WASHERS & NYLOC (SHOCK ATTACHMENT)

THESE ARMS HAVE MOUNTS FOR SHOCK ABSORBERS.

USE THESE ARMS ON VEHICLES WHICH MOUNT THE SHOCK ABSORBERS TO THE ARMS e.g. PIRANHA III

VIEWED FROM FRONT LEFT OF VEHICLE

THE LOWER ARMS ARE MIRROR COPIES (NOT IDENTICAL COPIES) ON EITHER SIDE OF THE VEHICLE

REMOVE ALL BUSHES DURING WELDING TO AVOID HEAT DAMAGE

1/2" x 2.5" UNF BOLT w/ WASHERS & NYLOC (SHOCK ATTACHMENT)

THESE ARMS HAVE MOUNTS FOR SHOCK ABSORBERS.

USE THESE ARMS ON VEHICLES WHICH MOUNT THE SHOCK ABSORBERS TO THE ARMS e.g. PIRANHA III

VIEWED FROM FRONT LEFT OF VEHICLE
THESE PLATES ARE AVAILABLE AS LASER CUTTING FILES FROM THE EDGE PRODUCTS

LOWER ARM SHOCK BRACE
MATERIAL = 4mm M.S.
2 REQUIRED

BRACE AND INNER PLATE SLOT TOGETHER.
CUT 6.3mm SLOTS TO APPROPRIATE DEPTH TO ALLOW PLATES TO SEAT FULLY ON ARM TUBES.

LOWER ARM OUTER SHOCK TAB
MATERIAL = 4mm M.S.
2 REQUIRED

LOWER ARM INNER SHOCK TAB
MATERIAL = 4mm M.S.
2 REQUIRED

NOTE INNER AND OUTER TABS HAVE IDENTICAL OVERALL PROFILES
ADD THE SHOCK MOUNT PLATES UNWELDED AND TACK IN PLACE AFTER CHECKING FIT.

USE A SPACER TUBE 32mm LONG TO CORRECTLY SPACE THE SHOCK TABS DURING WELDING.

SHOCK TABS ARE LEANED FORWARD 8°

WELD BOTTOMS OF SHOCK TABS TO FRONT TUBE

INNER TAB HAS CURVED EDGE TO CLEAR DRIVE CV BOOT

RIGHT SIDE ARM TOP VIEW

SHOCK TAB BRACE (ON Q OF SHOCK TUBE)

INNER SHOCK TAB

OUTER SHOCK TAB

RIGHT SIDE ARM FRONT VIEW

32 BETWEEN TABS