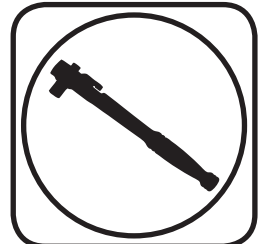




Part # 11059590 - 1958-1964 B-Body Delrin Control Arm Bushings



Recommended Tools



1958-1964 B-Body Delrin Control Arm Bushings Installation Instructions

Table of contents

Page 2..... Included components and Hardware List
Page 3..... Bushing Installation





Major ComponentsIn the box

Part #	Description	QTY
70012382	Upper Control Arm Bushing Outer Shell	4
70012517	Lower Control Arm Bushing Outer Shell	4
70012419	Delrin Upper Control Arm Bushing	4
70012572	Delrin Lower Control Arm Bushing	4
90002521	Upper Bushing Inner Sleeve	4
90002538	Lower Bushing Inner Sleeve	4
70012573	Cross Shaft Alignment Spacer - .750" - Rear Alignment Spacer	2
70012574	Cross Shaft Alignment Spacer - .250" - Front Alignment Spacer	2

Hardware Bag - Control Arm Kit

Part #	Description	Usage	QTY
99433003	7/16" Split Lockwasher	Lower Control Arm Shaft Bolts	4
99373005	3/8" Split Lockwasher	Upper Control Arm Shaft Bolts	4
90002263	Red Loctite	Control Arm Shaft Bolts	1
99431017	7/16"-20 x 2 3/4" Hex Bolt	Upper Cross Shaft to Frame	4
99432008	7/16"-20 Locking Nut	Upper Cross Shaft to Frame	4

Getting Started.....

The Front Control Arms will need to be removed from the car. Refer to the Factory Service Manual for disassembly procedure.

This B-Body Bushing Kit contains: 4 Upper Control Arm Bushing Assemblies and 4 Lower Control Arm Bushing Assemblies. The Upper Bushings are all the same and the Lower Bushings are the same. Be sure to match the correct Bushings with the correct locations.

THE UPPER CONTROL ARM REQUIRES SPACERS TO BE RAN BETWEEN THE CROSS SHAFT AND THE FRAME. THE FRONT REQUIRES A 1/4" SPACER, THE REAR REQUIRES A 3/4" SPACER. THE SPACERS AND LONGER 7/16" X 2 3/4" BOLTS ARE SUPPLIED IN THIS KIT.

There are several different ways that the Bushings can be removed from the Control Arms. If you have an Air Chisel, a Wide Flat Bit works well. If you don't have access to an Air Chisel, they can be removed by first, drilling out the rubber with a Hand Drill and Drill Bit. With the Rubber removed, distort the Bushing Shell with a Hammer and Chisel and Knock it out. No matter the process used, the main objective is to **NOT** distort the Control Arm.

WE RECOMMEND MARKING DRIVER AND PASSENGER CONTROL ARMS AND CROSS SHAFTS. ALSO, MARK THE ORIENTATION OF THE CROSS SHAFTS.

1. Measure the Outside Width of the Control Arms and write it down before starting Bushing Removal. You will use this Dimension to check the Control Arms after the new Delrin Bushings are installed.



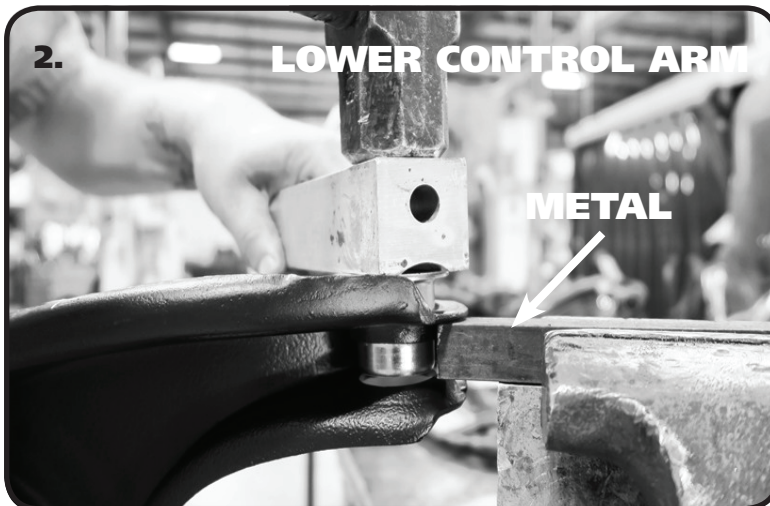
Delrin Bushing Installation

The Cross Shaft must be put in place and in the correct orientation before installing the Bushing Shells in the Upper & Lower Control Arms.

Just like Bushing Removal, there are several ways the Delrin Bushing Assemblies can be installed. No matter the method used, the Control Arm needs to be **SUPPORTED** to keep from distorting the Control Arm. We recommend cutting spacers to go inside the Control Arms when using a Press to install the Bushings. We have used several different methods to install the Bushing Assemblies. We are going to cover the one that worked best for us. When installing the Bushings, the Outer Shell will be installed in the Arm by itself. Next, Press in the Delrin Bushing, followed by the Inner Sleeve. **WE DO NOT RECOMMEND INSTALLING THE BUSHINGS COMPLETELY ASSEMBLED.**

Note: The Delrin is self-lubricating, no lubricant is needed.

2. Disassemble the Bushing being installed. When installing Bushings in the Control Arms, insert the Cross Shaft before installing any Bushings. Support the Back Side of the Flange the Bushing is being Installed in. Use a STIFF piece of Metal clamped in a Bench Vise for the Lower Control Arms (**Figure 2**). The Upper Control Arm can be supported by either the same piece of Metal or by the Bench Vise with the Jaws opened wide enough to let the Bushing Shell pass through (**Figure 3**).



3. Use another Piece of Metal or Strong Wood to Drive the Outer Shell into the Control Arm until the Shell stops against the Control Arm.

4. Press the Delrin Bushing into the Bushing Shell followed by the Inner Sleeve. DO NOT DRIVE IN WITH HAMMER.

5. Reinstall the Outer Washer using the OEM Bolt, but replace the Lockwasher with the supplied Lockwasher and apply Loctite to the threads. Tighten Hardware to eliminate any gaps between the Bushings and Cross Shaft.

6. Reattach the Lower Control Arm to Car using the OEM Hardware.



The Upper Control Arm requires spacers to be ran on the attaching bolts. The kit includes a 1/4" Aluminum Spacer for each front bolt and a 3/4" Aluminum Spacer for each rear bolt. It is necessary to run these spacers.

7. To attach the Upper Control Arm, you will need to knock the OEM bolts out of the frame and replace them with the 7/16" x 2 3/4" Bolts supplied with the kit. Insert the new bolts into the mounting holes and install the 1/4" Spacer in the Front Bolt and the 3/4" Spacer on the Rear Bolt then install the control arm. Install the 7/16" Lock Nuts and tighten.