



**Part # 11329590 - 1978-1988 GM G-Body Delrin Control Arm Bushings**



### Recommended Tools



## 1978-1988 G-Body Delrin Control Arm Bushings

# Installation Instructions

### Table of contents

- Page 2..... Included components and Hardware List
- Page 3-4..... Bushing Installation
- Page 5..... Upper Control Arm Installation





### Major Components .....In the box

Part #	Description	QTY
90002660	Upper Control Arm Bushing Outer Shell - Upper	4
90002662	Lower Control Arm Bushing Outer Shell - Lower - Front Bushing	2
70012386	Lower Control Arm Bushing Outer Shell - Lower - Rear Bushing	2
70012819	Delrin Upper Control Arm Bushing - Upper	4
70012822	Delrin Lower Control Arm Bushing - Lower - Front Bushing	2
70012424	Delrin Lower Control Arm Bushing - Lower - Rear Bushing	2
90002661	Control Arm Bushing Inner Sleeve - Upper	4
90002663	Control Arm Bushing Inner Sleeve - Lower - Front Bushing	2
90000516	Control Arm Bushing Inner Sleeve - Lower - Rear Bushing	2

Part #	Description	Usage	QTY
99121001	M12-1.75 X 90 Hex Bolt	Lower Control Arm to Frame	2
99121002	M12-1.75 X 110 Hex Bolt	Lower Control Arm to Frame	2
99122001	M12-1.75 Nylok Nut	Lower Control Arm 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 G-Body Bushing Kit contains: 4 Upper Control Arm Bushing Assemblies and 4 Lower Control Arm Bushing Assemblies. The Upper Bushings are all the same; there are 2 different size Lower Bushings in the kit. The Outside Diameter of the Bushing, in the area that goes into the Control Arm, is the difference between the 2. Be sure to match the correct diameters with the correct locations.

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 before installing the Bushing Shells in the Upper Control Arm.

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 the Inner Sleeve in the Delrin Bushing and insert it into the Outer Shell. **DO NOT HIT ON THE OUTER FLANGE, DOING SO CAN BREAK THE BUSHING. WE DO NOT RECOMMEND INSTALLING THE BUSHINGS COMPLETELY ASSEMBLED.**

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



**2. UPPER CONTROL ARM:** The Upper Control arm has an inner washer on the cross shaft that needs to be removed before installing the Delrin Bushings. Remove each of the 4 washers from the cross shaft.



**3.** We recommend lightly sanding the bushing holes in the control arms to remove any debris that might be left in the holes after the bushings are removed. This will make the bushings easier to install.



### Upper Bushing



4. Disassemble the Bushing being installed. If installing Bushings in the Upper Control Arm, 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 (Image 4). 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 (Image 5).



5. 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.



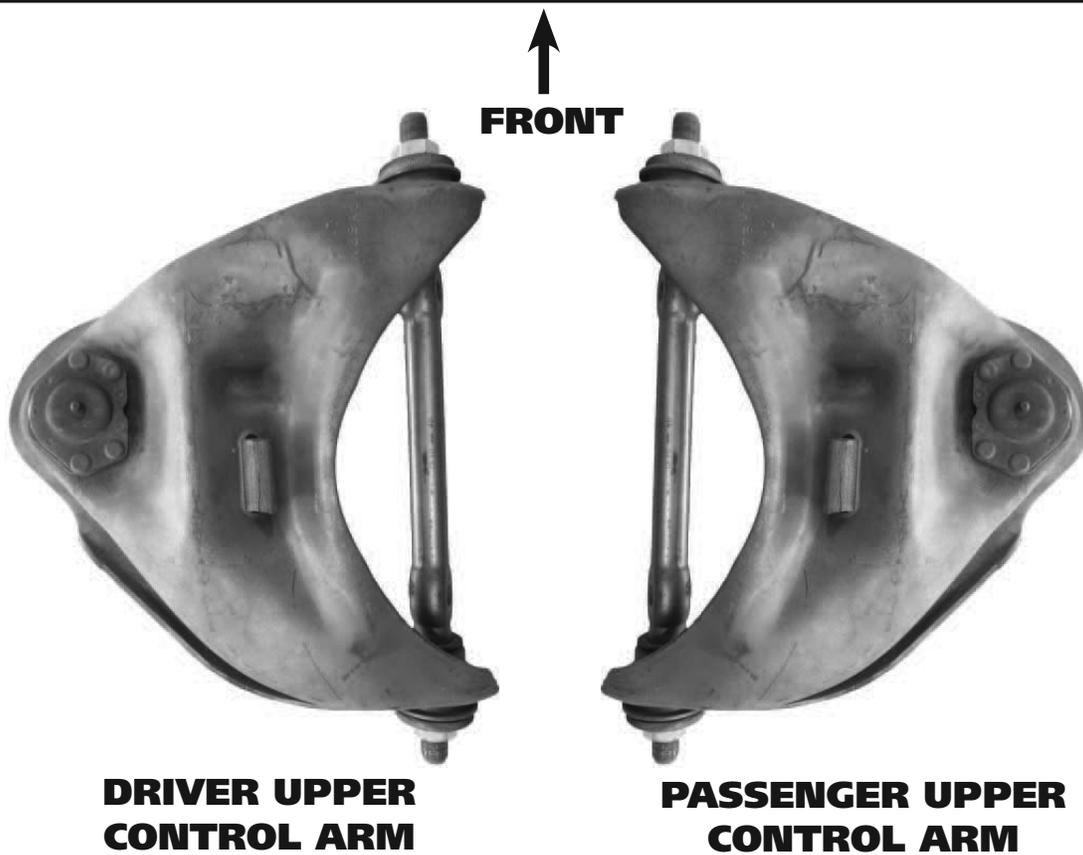
6. Press the Inner Sleeve into the Delrin Bushing and little tap them into the Shells. TAP THE CENTER OD THE BUSHING/SLEEVE, DO NOT HIT THE OUTER FLANGE.

7. UPPER CONTROL ARM: (Image 6) Push the Inner Sleeve into the Delrin Bushing. Push the Delrin Bushing/Inner Sleeve assembly into the Outer Shells. They will go in partially. Install the OEM washer and nut on each end of the cross shaft. Tighten the Hardware on each end until the Delrin Bushings are bottomed out against the lip of the Outer Shell installed in the control arm.



### Control Arm Installation

7.



8. Reattach Control Arms to Car. Use the OEM Hardware to attach the Upper and the Supplied Hex Bolts and Nylok Nuts to Install the Lower Control Arms. **Image 7** is a top view of the Upper Control Arms. 78-88 G Body has the Upper Ball Joint positioned to the FRONT of the car.