

INSTALLING REAR NYLATRON SUSPENSION BUSHINGS

- 1) Loosen the shock absorber link from the semi-trailing arm then raise and properly support the rear of the car.
- 2) Remove the wheels and the springs.
- 3) Remove the hub and outer axle from the trailing arm.
- 4) Disconnect the brake hose and parking brake cable from their anchor points on the trailing arm and pull the brake plate away from the trailing arm.
- 5) Remove the outer pivot bolt and loosen the inner bracket from the frame and pull the semi-trailing arm and inner bracket away from the frame.
- 6) Note the orientation of the bracket and remove it from the trailing arm.
- 7) Remove the original rubber/steel bushings from the semi-trailing arms by pulling them toward each other with a threaded rod, washers and nuts.
- 8) (optional) The life of the Nylatron bushings will be extended with regular greasing. The installation of grease fittings in the semi-trailing arms is recommended. These should be located between the bushings and pointed straight down toward the ground or slightly forward from the center of the bushings. Grease fittings are not included.
- 9) Clean all rubber and corrosion from the inside of the bushing holes in the semi-trailing arms but do not enlarge the holes.
- 10) Since the holes in the semi-trailing arms vary slightly in size, it is necessary to check the fit of each bushing before final assembly. Install one of the nylon bushings then check that the stainless-steel sleeve is able to slide through by hand. Press the bushing out using a socket that just fits through the hole in the aluminum. If the sleeve fit was too tight, hone out the hole in the semi-trailing arm using a brake cylinder hone or a sandpaper flap wheel. Repeat this process checking the fit of each bushing. Do not install two adjacent bushings at the same time until final assembly because it will be difficult to remove them without damage.
- 11) After proper fit is achieved and all the bushings are installed, insert the stainless-steel sleeves into the bushings. The sleeves should protrude a bit past the face of the bushings. The ends of the semi-trailing arms vary considerably in width causing the bushings to be positioned closer together or further apart. An assortment of offset washers is included in the kit to compensate for this variation. The washers have a recess for protruding end of the sleeve of approximately .010", .020", .030", .040", .050" or .080" deep and are marked with a 1, 2, 3, 4, 5 or 8 for identification. Choose a combination of washers that will result in .002" to .012" clearance between the washer and the Nylatron bushing when the washers are held tightly against the sleeve. A c-clamp or a bolt through the sleeve can be used to hold the washers tightly to test clearance.

- 12) After achieving the proper clearance, remove the sleeve, grease the inside of the bushings, and the outside of the sleeves and re-install. Grease the faces of the bushings and the washers, hold the washers in place, slide the inner bracket into place and install but do not tighten the pivot bolt. Be sure to install the bracket in its proper orientation. Installing the pivot bolt the head toward the outside of the car allows future removal of the bolt without removing the bracket from the frame, however, for safety it is recommended that the inner bolt be installed with the head facing toward the center of the car as it was from factory. This way the bolt is not able to back out of the bracket should the nut loosen during use.
- 13) Put the trailing arm into place inserting the inner bracket frame bolts through the frame and inserting the outer end of the trailing arm with sleeve and washers into the outer bracket. Install the pivot bolt in the outer bracket with the flat washer and nut toward the outside of the car.
- 14) Insert any shims between the inner bracket and frame and bolt the bracket in place with flat washers and nuts. Torque the frame bolts to 28 – 30 ft/lb.
- 15) Torque the pivot bolts to 45 – 50 ft/lb.
- 16) Always loosen the pivot bolts before changing the number of shims between the bracket and frame and tighten only after tightening the frame bolts. The stainless-steel sleeves are drilled oversize at each end to allow them to align themselves in a straight line even though the pivot bolts may be mis-aligned due to an uneven number of shims.
- 17) Check that the suspension is able to move freely up and down through the travel range.
- 18) Put the brake plate into place and reconnect the parking brake cable and brake hose to the trailing arm.
- 19) Install the axle and hub in the trailing arm. Torque the six nuts to only 14 - 16 ft/lb.
- 20) Install the spring and wheel.
- 21) Lower the car and re-connect the shock link to the trailing arm



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