INSTALLING FRONT NYLATRON SUSPENSION BUSHINGS

1) Remove the upper and lower control arms and extract all original bushings. The shock absorber, spring, and lower "A" plate may be left in place and the control arms removed from the plate. You may wish to remove the studs and the plastic plugs from the inner ends of the control arms and replace them with $^{5}/_{16}$ - 24 grade 8 bolts. This will facilitate removal the next time. It will be necessary to remove the lower bracket from the frame to dissemble the lower inner joints.

2) Clean all rust and dirt from the control arms, brackets, trunnion, and fulcrum pins.

3) Install the Nylatron bushings into the upper and lower control arms. It is best to use a vise or arbor press to press the bushings into the control arms. It is possible to safely tap the inner bushings in with a mallet but this is not recommended for the outer bushings as it is very easy to break the thin flange. First install just one bushing and test how the stainless-steel sleeve fits through the bushing. It should push through by hand. If it is too tight, use a suitable socket as a punch to tap the bushing out of the control arm. Hone the control arm with a sandpaper flap wheel or brake cylinder hone until the fit is correct. Test fit each bushing one at a time. Once both bushings are pressed into the control arm it is difficult to remove them without damage. All bushings go directly into the control arms. No grease is recommended between the control arm and bushing. Do not use the original thin steel washers and o-rings between the lower outer bushings and the control arm.

4) After all bushings are installed in the control arms, grease the inside and the faces of the small bushings and the outside of the small stainless-steel sleeves and insert the sleeves into the bushings. Assemble the outer joint using the new washers and bolt supplied. Stack sequence is: bolt head, washer, bushing, control arm, bushing, washer, trunnion, washer, bushing, control arm, bushing, washer, nut. Do not exceed 50 ft/lb. of torque since the stainless-steel sleeves are fairly thin and can be smashed.

5) Grease the inside and faces of the bushings in the inner end of the lower control arms and the outside of the thick-walled sleeves and insert the sleeves into the bushings. Slide the bracket over the bushings and sleeve and install the bolt and nylon stop nut. Do not tighten the bolts until the brackets are bolted to the frame with the correct number of shims to achieve the desired suspension settings. Always loosen the inner pivot bolts before changing the number of shims between the brackets and the frame. The stainless-steel sleeves are drilled oversize at each end to allow them to pivot slightly on the bolt in order to remain directly in line with each other while the bolts may not be directly in line due to an uneven number of shims. Torque the pivot bolts to 50 ft/lb. and bracket to frame bolts to 30 ft/lb.

6) Grease the inside and faces of the bushings in the upper control arms and the outside of the thin walled sleeves. Slide the sleeves onto the upper fulcrum pins making sure the sleeve can go fully up against the flange of the fulcrum pin. Slide the control arm/bushings over the sleeves. Make sure the correct control arm is used in the front and rear positions. The control arm with more offset goes in the front. The body interferes with sliding the rear control arm onto the fulcrum. To gain clearance, remove the nut from the body mounting bolt in the middle of the angled brace going from the frame to the shock tower then pry the body upward.

7) Bolt the outer ends of the control arms to the ball joint and torque to 30 ft/lb.

8) Place the smaller washers and slotted nuts supplied with the kit on the upper fulcrum pivots. Torque the fulcrum pin nuts to a maximum of 40 ft/lb. Secure each nut with a cotter pin.

9) Move the suspension up and down through its full travel to check that it moves freely without binding.

10) Bolt the lower "A" plate onto the control arms and torque to 30 ft/lb.

PARTS LIST

16 - Large Bushing, Nylatron (Inner)

8 - Small Bushing, Nylatron (Outer)

4 - 1.5" long Sleeve, thin wall (upper inner)

4 - 1.5" long Sleeve, thick wall (lower inner)

4 - 1.144" long Sleeve, thin wall (outer)

2 - Bolt, Hex Head, $^{9}/_{16}$ - 18 x 4$^{1}/_{2}$", drilled for pin

4 - Bolt, Hex Head, $^{1}/_{2}$ - 20 x 2$^{1}/_{2}$", grade 8

4 - Nut, Nylon Locking, $^{1}/_{2}$ - 20

8 - Washer, $^{1}/_{2}$" USS

4 - Washer, $^{7}/_{16}$" USS, extra thick

2 - Nut, Slotted Hex, $^{9}/_{16}$ - 18

4 - Nut, Slotted Hex, $^{7}/_{16}$ - 20

2 - Pin, Split, $^{7}/_{64}$ x 1$^{1}/_{4}$"

4 - Pin, Split, $^{3}/_{32}$ x 1"

Good Parts Inc.
Richard Good
4316 New Holland Rd.
Mohnton, PA 19540
(610)777-4457
goodparts@verizon.net