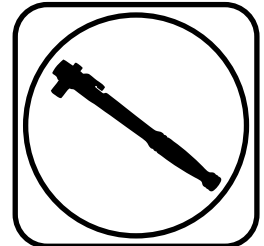




Part # 11169590 - 1967-1969 F-Body Delrin Control Arm Bushings



Recommended Tools



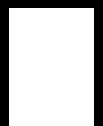
**1967-1969 F-Body Delrin Control Arm Bushings
Installation Instructions**

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IF YOUR CAR IS HAS AN OVAL BUSHING IN THE LOWER CONTROL ARM, IT WILL BE NECESSARY TO PURCHASE CONTROL ARMS THAT UTILIZE 2 ROUND BUSHINGS.





Major ComponentsIn the box

Part #	Description	QTY
70012382	Upper Control Arm Bushing Outer Shell - Upper	4
70012385	Lower Control Arm Bushing Outer Shell and Inner Sleeve - Small Lower	2
70012386	Lower Control Arm Bushing Outer Shell and Inner Sleeve - Large Lower	2
70012419	Delrin Upper Control Arm Bushing	4
70012423	Delrin Lower Control Arm Bushing - Small Lower	2
70012424	Delrin Lower Control Arm Bushing - Large Lower	2
90002521	Upper Control Arm Bushing Inner Sleeve - Upper	4
90000516	Lower Control Arm Bushing Inner Sleeve - Lower	4
90002263	Red Loctite	1

Part #	Description	Usage	QTY
99501006	1/2" -13 x 3 1/2" Hex Bolt	Lower Control Arm to Frame	4
99502009	1/2" -13 Nylok Nut	Lower Control Arm to Frame	4
99373005	3/8" Split Lockwasher	Upper Control Arm Shaft Bolts	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 F-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 diameter Lower Bushings with the larger diameter Bushing being the Rear Bushing. Be sure to match the correct Bushings 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. You may also purchase the Ridetech 85000009 Bushing Removal & Installation Tool. If you don't have access to an air chisel, they can also be removed by 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.

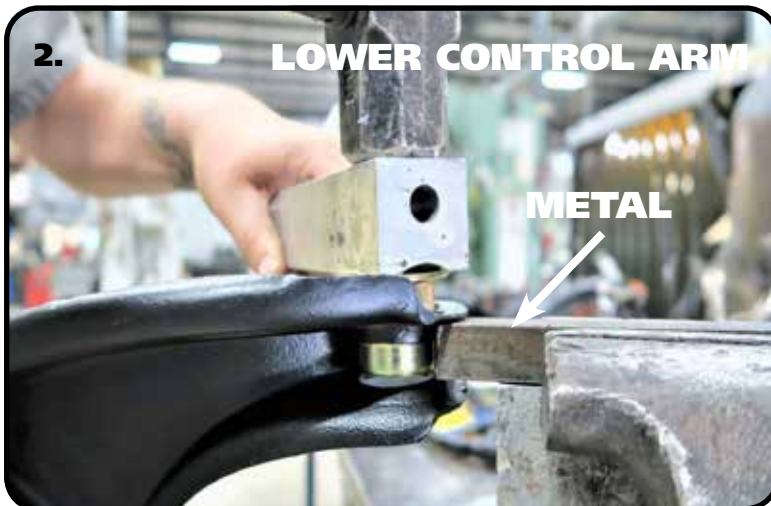


Delrin Bushing Installation

The Cross Shaft must be put in place before installing the Bushing Shells in the Upper Control Arm.

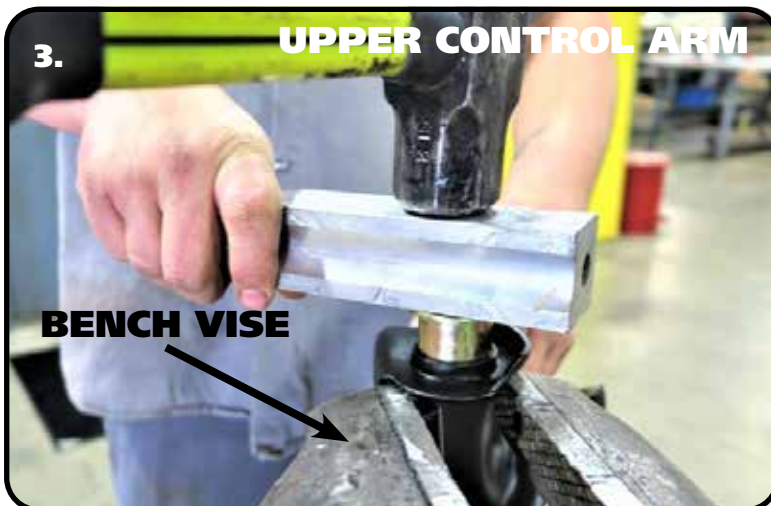
Just like Bushing Removal, there are several ways the Delrin Bushing Assemblies can be installed. No matter the method used, the Control Arm needs to be **SUPPORTED** to keep from distorting the Control Arm. We recommend cutting spacers to go inside the Control Arms when using a Press to install the 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 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. 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 **(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. Tighten Hardware to eliminate any gaps between the Bushings and Cross Shaft.

6. Reattach Control Arms to Car. Use the OEM Hardware to attach the Upper and the Supplied 1/2"-13 x 3 1/2" Hex Bolts and Nylok Nuts to Install the Lower Control Arms.