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INSTALLATION INSTRUCTIONS

Part # 11539590

Control Arm Bushing Kit

1963-1982 Corvette

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Please Read And Understand All Instructions And Warnings Prior To The Installation Of This Product.

Congratulations on your new Ridetech product! It's an honor that you've selected the Ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.
Thank you for choosing Ridetech!

Road Map

COMPONENTS		
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

HARDWARE			
Part #	**Description**	**Location**	**Qty**
99433006	7/16" Split Lock Washer	Lower Control Arm Shaft Bolts	4
99373009	3/8" Split Lock Washer	Upper Control Arm Shaft Bolts	4
90002263	Red Loctite	Control Arm Shaft Bolts	1

Disassembly

1. Raise the vehicle to a safe and comfortable working height and remove the front control arms. Refer to the factory service manual for the proper disassembly procedure.

NOTE: Before disassembling the arms, we recommend labeling the driver and passenger arms and cross shafts. Also mark the orientation of the cross shafts in the arms.

2. Remove the existing rubber bushings from the control arms. An air chisel with a wide, flat bit works best. If you do not have an air chisel, you can also drill out the rubber, distort the shell with a chisel and hammer, and then knock them out.

CAUTION: Take care to not distort the control arm when removing the old bushings.

Bushing Installation Notes

NOTE: We do not recommend installing the bushings fully assembled. The outer shell should be installed first, followed by the inner sleeve and Delrin bushing.

CAUTION: When driving in the outer shells, always be sure to support the arm and the bushing flanges to avoid bending and/or distorting the arm or flanges. A few examples of support methods we have used are pictured below.

Use a piece of scrap material to serve as a support spacer.

Support the arm/flange on a bench or table.

Rest in the jaws of a bench vise. *Do not clamp tight.

Delrin Bushing Installation

3. While supporting the arm and back side of the flange, drive an outer shell into one side of the control arm until the lip of the shell bottoms out on the arm (Figure 1).

A nylon dead blow works well for driving in the bushings. You may wish to use a block to avoid damaging the rim of the shell, especially if using a metal hammer.

4. Position the cross shaft in the arm. It is important to install the cross shaft prior to driving in the opposite outer shell (Figure 2).

5. Drive an outer shell into the opposite side of the arm.

6. Press an inner sleeve and Delrin bushing onto the cross shaft on each side (Figure 3). Tap/press the bushing/sleeve until the lip of the Delrin bushing seats against the lip of the outer shell (Figure 4).

NOTE: You may also choose to press the inner sleeve into the bushing first, and then install the assembly onto the cross shaft.

Figure 1

Figure 2

Figure 4

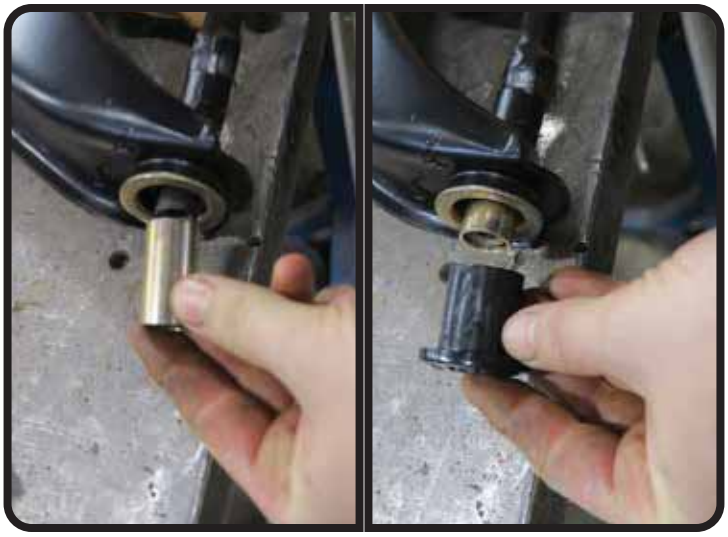

Figure 3

Delrin Bushing Installation

7. Apply Loctite to the threads of the OEM bushing bolt, and reinstall the outer washer. Use a new 3/8" lock washer that is supplied with this kit (Figure 5).

8. Tighten the bushing bolts to eliminate any gaps between the bushings and cross shaft (Figures 6 & 7).

Torque the bushing bolts to the values below.
Upper Control Arms: **35 ft-lbs**.
Lower Control Arms: **55 ft-lbs.**

9. Repeat steps 3-8 for the remaining control arms.

10. Reinstall the control arms on the car using the OEM mounting hardware.

Torque the mounting bolts to the values below.
Upper Control Arms: **50 ft-lbs**.
Lower Control Arm Front Bolts: **70 ft-lbs.**
Lower Control Arm Rear Bolts: **100 ft-lbs.**

11. Attach the spindle to the upper ball joint.

Torque the upper ball joint nut to **45 ft-lbs**. Additional torque may be required to align a hole and insert the cotter pin.

12. After installing the coil springs, attach the spindle to the lower ball joint.

Torque the lower ball joint nut to **75 ft-lbs**. Additional torque may be required to align a hole and insert the cotter pin.

Figure 5

Figure 6

Figure 7