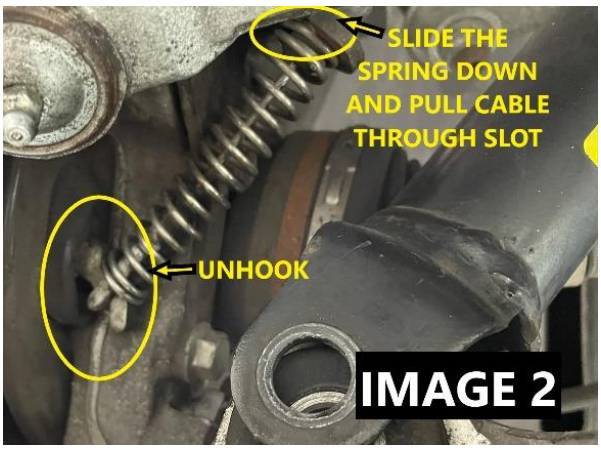
C5/C6 Corvette Control Arm Delrin Bushing Kit Install Instructions

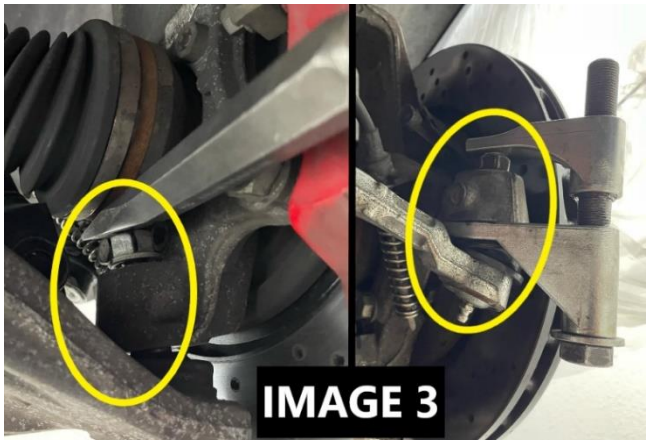
Tools Required:

- Jack and Jack Stands
- Metric Socket and Wrench set
- Pick
- Flathead Screwdriver
- Balljoint/Tie Rod Separator
- Internal/external Snap ring Pliers
- Press
- Mallet
- Torque Wrench
- Dial/Digital Calipers
- Sawzall
- Drill and Drill Bit Set

Rear Disassembly:

1. Lift the rear of the vehicle and safely support on jack stands. Remove both rear wheels.
2. Disconnect rear sway bar endlinks **IMAGE 1**
3. Disconnect wheel speed sensor and parking brake cable. **IMAGE 2**
4. Remove the nut from the toe rod and disconnect the toe rod from the spindle **IMAGE 3**





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5. Disconnect the lower shock mounts so the shock can be removed and out of the way **IMAGE 4**

6. Loosen the upper and lower ball joint nuts and knock the spindle loose from the ball joints **IMAGE 5**

7. Support the spindle with a bungee cord or wire tie.

8. Mark the position of the bolts on the lower control arm. Unbolt the lower control arms from the cradle and unbolt the upper control arms from the frame.

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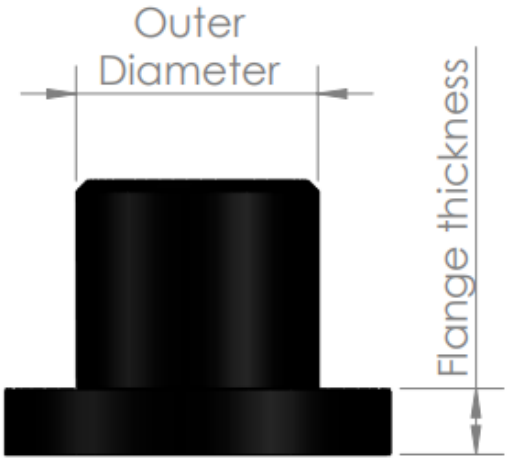
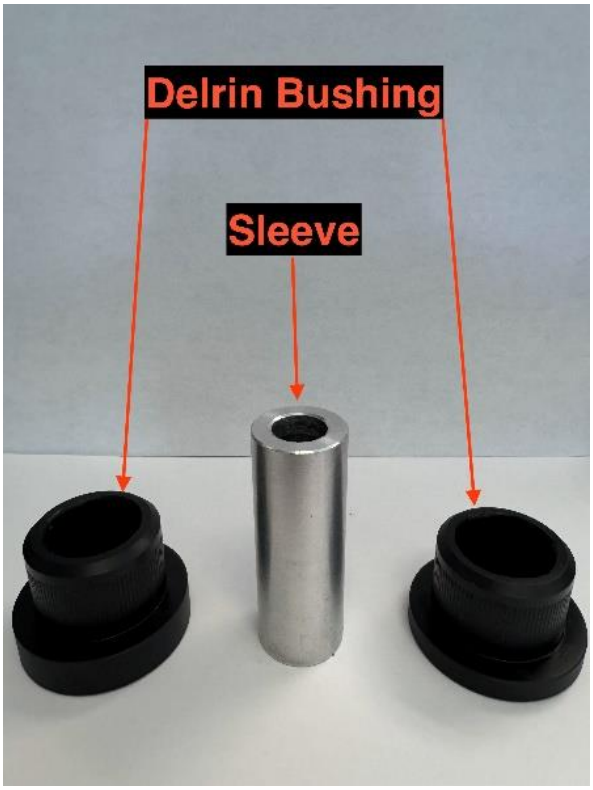
Before proceeding, verify that all the parts are correct by referencing the table, measuring the flange thickness and outer diameters of every bushing with calipers, and organizing all parts.

Rear Control Arm Delrin Bushing Set (CBK552)				
Qty:	Part Description:	Part #:	Measurement (in):	Used with:
4	Rear Lower Control Arm Rear Bushing	BMR2695	OD: 1.885’’ Flange Thickness: .320’’	Sleeve
4	Rear Lower Control Arm Front Bushing	BMR2696	OD: 1.768’’ Flange Thickness: .385’’	Sleeve
4	Rear Upper Control Arm Rear Bushing	BMR2697	OD: 1.731’’ Flange Thickness: .285’’	Sleeve
4	Rear Upper Control Arm Front Bushing	BMR2698	OD: 1.573’’ Flange Thickness: .285’’	Sleeve
2	Lower Control Arm Front Sleeve	BMR2714	Length: 2.717’’	N/A
2	Lower Control Arm Rear Sleeve	BMR2715	Length: 2.48”	N/A
4	Rear Upper Control Arm Sleeve	BMR2716	Length: 1.929’’	N/A





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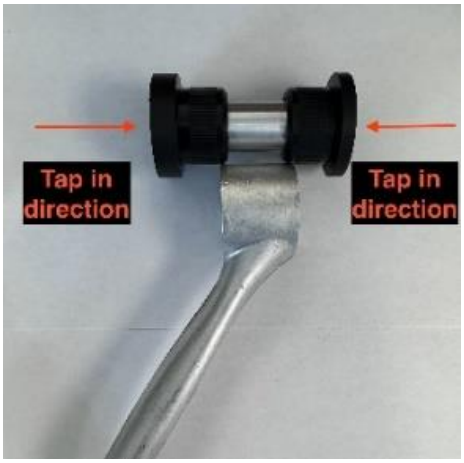


1. According to the figure, tap the bushings into the control arms using a rubber mallet.

NOTE: Make sure the correct bushing part number is tapped in based on the location. Some bushings have the same outer diameter but different flange thickness lengths. The outer bushings will have a thicker flange thickness than the inner bushings.

2. After the bushings are tapped in the lower control arms using a rubber mallet, apply synthetic grease (we recommend Superlube **BMR part# SUL41150**) to the sleeves and tap them into the control arm.

3. After the bushings are tapped into the upper control arms using a rubber mallet, apply synthetic grease (we recommend **Superlube BMR part# SUL41150**) to the cross-shaft and tap them in from the outside of the control arm inward. Then, using an external snap ring plier, assemble them with the snap ring provided.

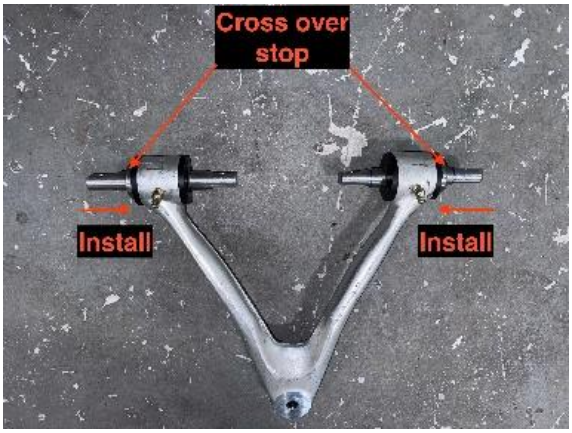
4. Install the control arms back into the car and assemble all other components taken off during installation.

NOTE: These fasteners are listed as T.A.Y (Torque-Angle-Yield Fasteners), also known as single-use or Torque-to-Yield fasteners.

Although GM recommends that you replace these fasteners, we have not replaced ours at any point during our design and testing process. Re-use these fasteners at your own risk.

Torque Specs:

Upper Control Arm Mounting Bolts - 48 ft-lbs.
Upper Ball joint - 22 ft-lbs. then 195 degrees
Lower Ball joint - 22 ft-lbs. then 180 degrees



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