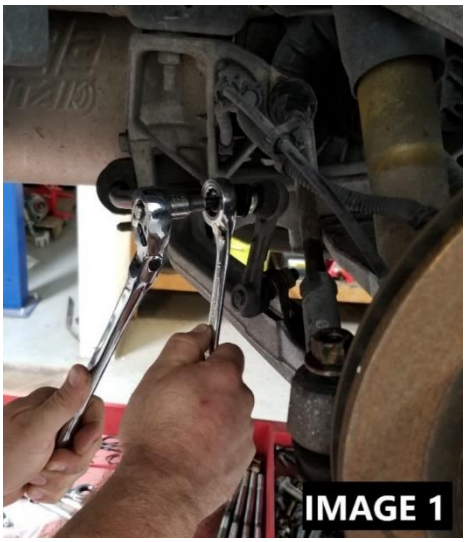
C5/C6 Corvette Control Arm Delrin Bushing Kit Install Instructions

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

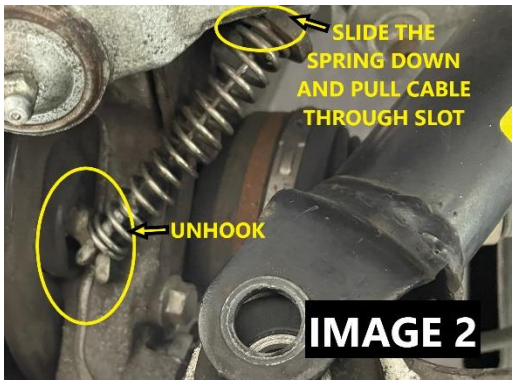


Rear Disassembly:

1. Lift the rear of the vehicle and safely support on jack stands. Remove both rear wheels.

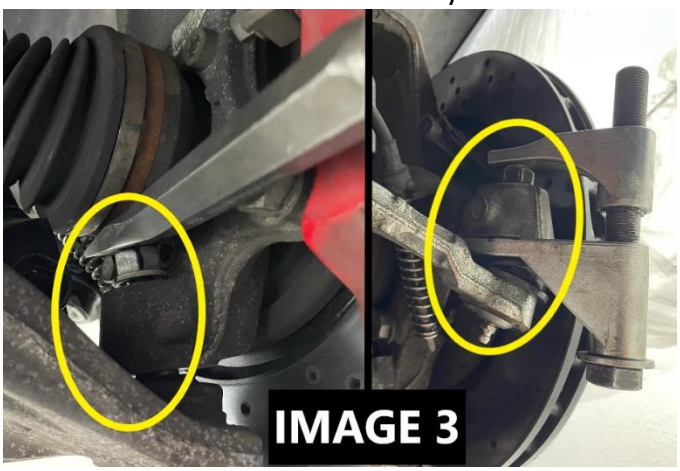
2. Disconnect rear sway bar endlinks **IMAGE 1**

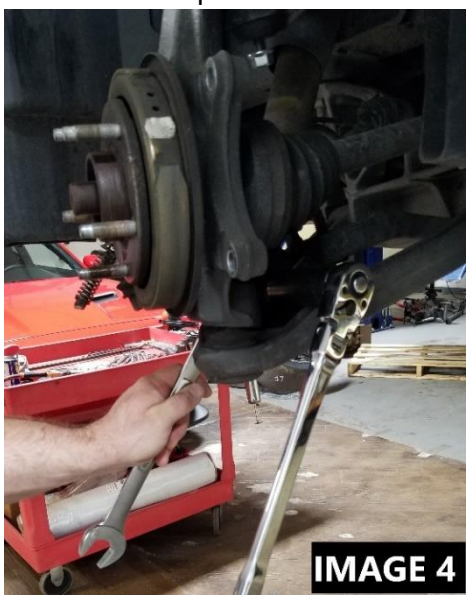
3. Disconnect wheel speed sensor and parking brake cable. **IMAGE 2**



4. Remove the nut from the toe rod and disconnect the toe rod from the spindle **IMAGE 3**

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





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This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, Buyer assumes all risk of any damage caused to the vehicle or person during installation or use of this product.

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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.

Front Disassembly:

1. Lift the front of the vehicle and safely support on jackstands. Remove both front wheels.

2. Support the bottom of the lower control arm with a floor jack or a screw jack.

3. Using a **13mm** socket and wrench, remove the two shock mount bolts on the lower control arm.

4. Slowly let the jack or screw jack down.

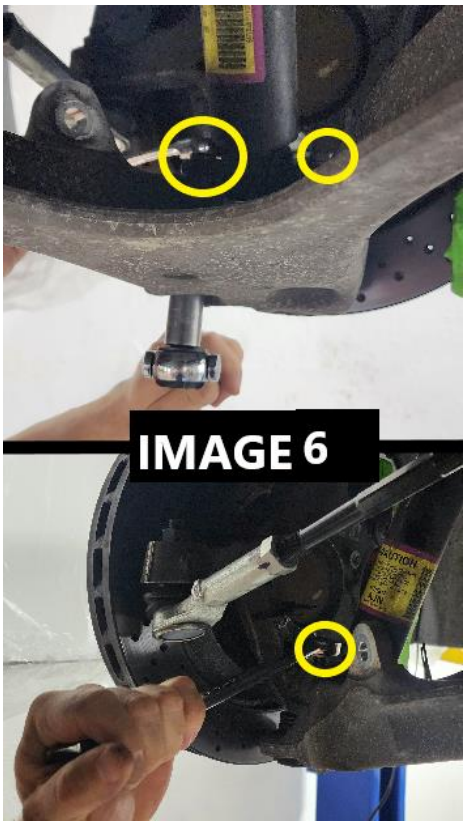
5. Remove the sway bar link from the lower control arm and the sway bar.

6. Remove the upper ball joint nut. After, a ball joint separator is used to disconnect the upper control arm from the hub.

7. Remove the upper control arm by removing the **13mm** bolts holding the upper control arm to the chassis.

8. Remove the lower ball joint nut and use a ball joint separator to disconnect the lower control arm from the hub.

9. Lastly, mark the position and loosen and remove the lower control arm chassis bolts and remove the lower control arm.



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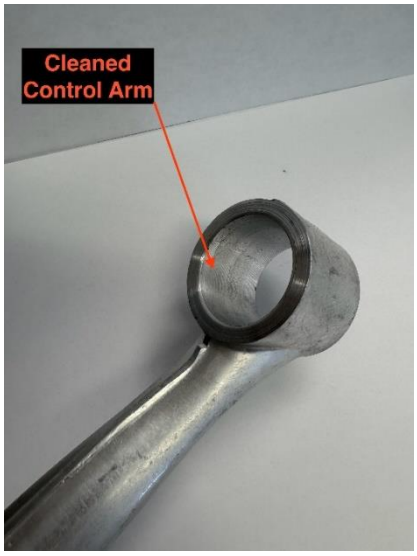
10. Now that all of the control arms are removed, you will need to remove the stock bushings.



11. To begin, start by drilling multiple holes in the bushing to remove the rubber from the bushing.

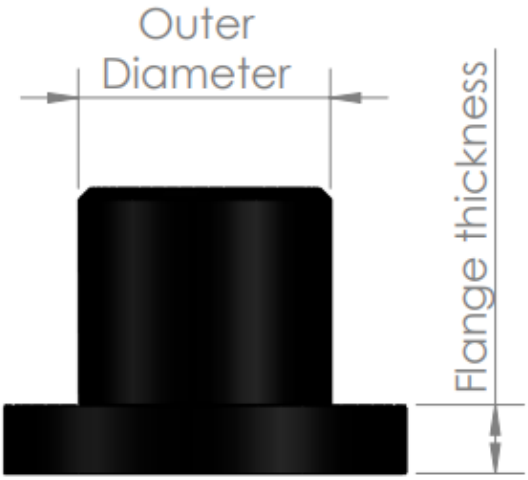
12. Once enough rubber is removed, fit a Sawzall into the bushing and cut through the steel bushing sleeve (being careful not to damage the aluminum control arm).

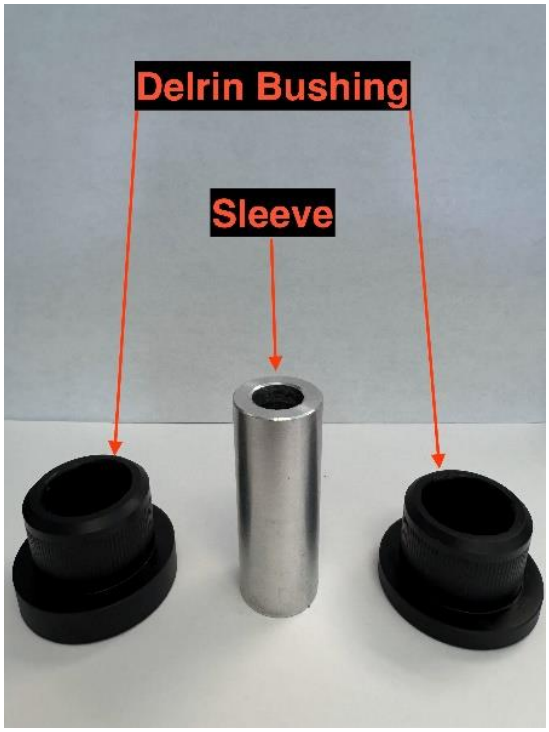
13. Once you cut through the steel bushing sleeve, remove the old bushing by tapping it out of the control arm.

14. Repeat this step until all the old bushings are removed.

15. Before installing the new Delrin control arm bushings, clean the control arm with brake parts cleaner to remove any remaining debris from the old bushings.

16. Each of the control arms takes a different bushing. The table below lists where each part number goes along with the diameters and flange thicknesses for reference.





C5/C6 Corvette Control Arm Delrin Bushing Kit Install Instructions

Front Control Arm Delrin Bushing Set (CBK551)				
Qty:	Part Description:	Part #:	Measurement (in):	Used with:
2	Front Lower Control Arm Rear Inner Bushing	BMR2690	OD: 1.971” Flange Thickness: .295”	Sleeve
2	Front Lower Control Arm Rear Outer Bushing	BMR2691	OD: 1.971” Flange Thickness: .49”	Sleeve
2	Front Lower Control Arm Front Inner Bushing	BMR2692	OD: 1.458” Flange Thickness: .295”	Sleeve
2	Front Lower Control Arm Front Outer Bushing	BMR2693	OD: 1.458” Flange Thickness: .495”	Sleeve
8	Front Upper Control Arm Bushing	BMR2694	OD: 1.412’’ Flange Thickness: .25’’	Cross-Shaft
4	Lower Control Arm Sleeve	BMR2714	Length: 2.717’’	N/A
4	Front Upper Control Arm Cross-Shaft	BMR2752	Length: 5.95’’	N/A

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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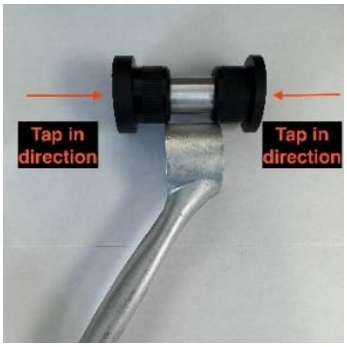

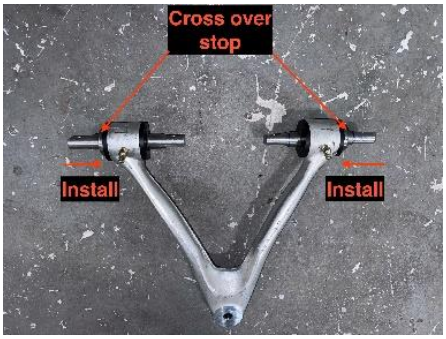

17. According to the figure, tap the bushings into the control arms using a mallet.
NOTE: Make sure the correct bushing part number is tapped in based on the location. Some bushings have the same outer diameter but different flange thickness lengths. The outer bushings will have a thicker flange thickness than the inner bushings.

18. The front upper control arms take a cross-shaft. Apply synthetic grease (we recommend Superlube **BMR part# SUL41150**) to the cross-shaft and tap them into the control arm from the outside in and install the snap ring using external snap ring pliers.

19. The remaining control arms take sleeves. Apply synthetic grease to the outside of the sleeves them into the control arm.

20. 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:
Front & Rear Lower Control Arm Cam Nuts - **125 ft lbs**
Upper Control Arm Mounting Bolts - **48 ft lbs**
Front Upper Ball joint - **22 ft lbs + 225°**
Rear Upper Ball joint - **22 ft lbs + 195°**
Front & Rear Lower Ball joint - **22 ft lbs + 180°**

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