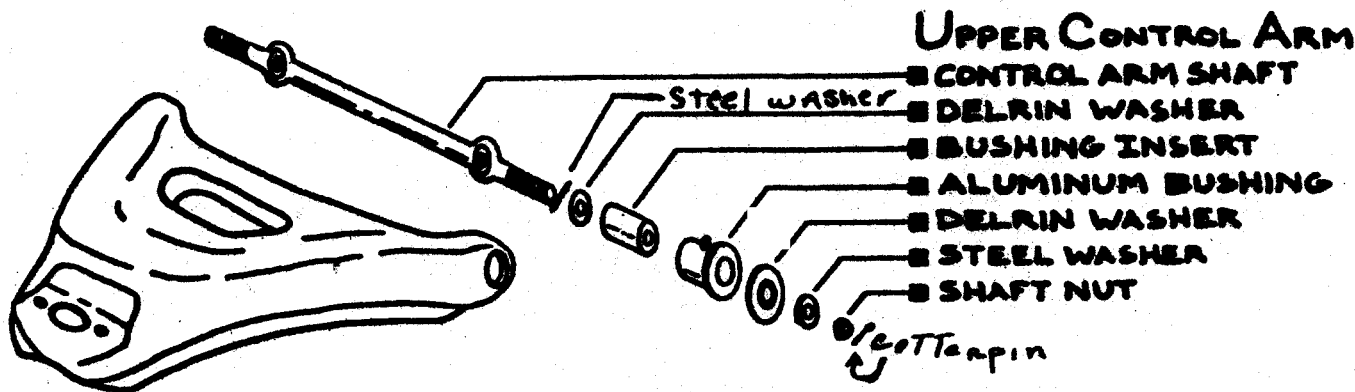




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Del-a-lum upper control arm bushing kit Part # 1014, 1015, 1016.



Special items necessary for installation:

Hydraulic press

If the press is not handy, take your control arms to a shop that has the proper equipment. Having the right tools always makes the job go more smoothly and there is less likelihood that you will damage the A-arm or bushing during the installation process.

Installation for the upper arms is as follows:

1. The upper arms must be removed from the vehicle. You may find that a Mitchell or Chilton's manual comes in handy to accomplish removal and installation of the control arms.
2. Once the upper arms have been removed, clean them thoroughly, and use the proper tools to press out the existing bushings.
3. To install your Del-a-lum bushings, check the control arm shaft first.

**NOTE: There are several GM upper control arm shafts used that will fit with a 1012 kit. Before installing the bushings, check and see if the shaft will slide all the**

**way through the bushing hole from the outside. If the shaft does not, then you must place the appropriate steel and plastic thrust washers on the shaft and in the control arm before pressing any bushings in.**

Slide the small steel inner thrust washer onto the shaft first, followed by the smaller delrin plastic washer-- one on each end of the shaft. (See diagram above). Next push the delrin (white) plastic inserts out of your new bushings. The bushings will install easier with the inserts out of the housings.



4. Press the aluminum bushings into the control arm, making sure that the hole for the grease zerk fitting is positioned in such a way that you will be able to access the zerk for lubrication purposes once the control arms are installed on the vehicle!

5. Press in the bushing on the other side of the control arm using the same procedure as step 3.



6. Once both aluminum bushing are pressed in, install the delrin plastic insert. Place grease inside the bushing and in the insert before installing. Install the insert. Sometimes the insert may need to be slightly tapped into position.

7. Next snap the outer thrust washer over the delrin plastic insert. Install the large steel flat washer and slotted hex nut. Torque the shaft nut to 10-15 ft/lb. Install the grease fitting.

8. Use a 1/8-inch drill bit and drill a 1/8-inch hole through the shaft. You are going to cotter pin the hex nut so there will be no chance of the nut backing off. The hole should be drilled in the slot of the hex nut similar to that of a wheel bearing cotter pin setup. Cotter pin each end of the shaft before installing on the car.

Grease bushings (3000--5000 miles) Neo grease or any synthetic grease that is water resistant may be used.



**Global West part #GR-1 (NEO is what we use).**