



Upper A-Arm Performance Bushings Installation Instructions

Lubricate the nuts on the end of the upper A-Arm Spindles with your favorite spray lubricant.



We recommend that you break torque on the 19mm nuts on the ends of the upper A-Arm Spindle now, while the Upper A-Arm is in the car. This will save you a lot of work later. Do not remove the nuts at this time, just break them loose.



Carl

Carl Fausett,

(877) FOR-928M

carl@928motorsports.com

928 Motorsports
604 E Maple St, Horicon, WI 53032



The upper A-Arm comes out by removing the two 21mm nuts that are inside the engine compartment as shown. Follow regular recommendations for removing the coil spring tower as if you were replacing your shock absorbers. The instructions from this point are identical for removing the shock absorbers, then you can get the upper A-Arm out.



Take a look at the upper A-Arm on the bench and take note of where the arrows are pointing in picture #5. You will notice that there is a large steel washer on the inside of one arm, but not the other. This tells us which way the spindle is going to be removed from the upper A-Arm. The spindle is removed out through the arm that has no washer on one side. In this picture, #5, that means that the spindle is going to be removed out through the left arm as it appears here.

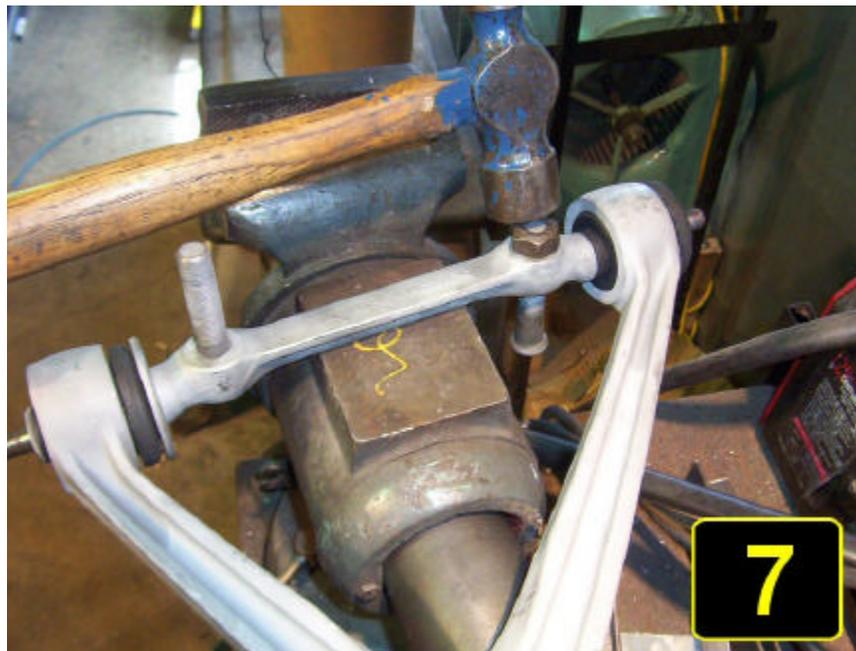




Picture #6. Remove the 19mm nuts (that you previously loosened in step two) from the spindle. At this time, your A-arm will look like picture #6.



Picture #7. Re-thread the 21mm nut back on the mounting bolts nearest the side with no inside washer (from picture 5) and wrap the mounting bolt sharply with a hammer to drive it out of the spindle.





Picture #8. Thread one of your 19mm bolts back on the end of the spindle and strike it sharply with a hammer to drive the spindle out through the frame. Then you can remove the spindle from the A-frame and it will look like picture #9. Use a drift and drive out the other rubber bushing on the other side and lay out all the parts on the bench. At this time your upper A-Arm with the bad bushings should look like picture #10.





Picture #11. Sometimes the bushings are going to come out very hard and torn because they're broken, hardened old rubber as shown in picture #11. That is OK, that is why you are replacing them!



Picture #12. Take the new polyurethane bushings and push the inner steel sleeves out of the polyurethane with your thumb. They will push right out. This will help make it easier to compress the bushing to get it into the A-Arm.





Picture #13. Using a good quality grease, grease the upper A-Arm bushings around the outside and the inside of the upper A-Arm where it mounts.

Of course, you would never do this to a rubber bushing as petroleum products deteriorate rubber, but as this is polyurethane the grease will not harm it at all and will make the installation easier.



Picture #14. Put the A-Arm and a bushing in a vise and use the vise to press the bushing into the upper A-Arm.

Picture #15. With a vise you won't be able to push the bushing all the way through the A-Arm, but you can certainly get it started and just rap it into place the rest of the way with a hammer.





Picture #16. Put the washers on the insides of the spindle where shown in picture 16 and put the spindle back in the A-Arm and through the new bushing you just installed. At this time, your assembly should look like picture #16.



Picture #17. Use the vise and start the other side of the polyurethane bushing into position.

Picture #18. The vise will push it only so far, then remove it from the vise and just rap the bushing the rest of the way into place with a hammer.





Picture #19. Grease up the center steel sleeve that you removed in picture #12 and insert it into the polyurethane.



Picture #20. Tapping the center sleeve into the polyurethane bushing.

Picture #21. Wipe off all the excess grease.





Picture #22. These are the three washers that you removed when you dis-assembled the upper A-arm in step #10. Note, that one of the washers has a large hole. Two of the washers have a small center hole. The one with the large hole will not be going back on.



Picture #23. Install one of the washers that we are going to use from picture #22 on the end of the spindle and put the 19mm nut back on. When it is finished, it should look like picture #24. Follow the same process with the other side. When using the washer with the molded rubber on it, you can either remove the rubber with a pocket knife, or just flip the washer over and put the steel flat side against the bushing and use it that way.





Picture #25. Take a screwdriver and gently make sure that the clamping collar of the polyurethane bushing is out and all the way around the A-Arm bushing. If needed, you can loosen the nut you tightened in step 23, pry this lip out with a screwdriver as shown, then re-tighten the nut.



Picture #26. Now put the mounting bolt back in place in the spindle that we removed in picture #7 and knock it in place with a hammer. Make sure to seat it all the way down.



You are now done, and the Upper A-Frame assembly can be mounted back in the car.