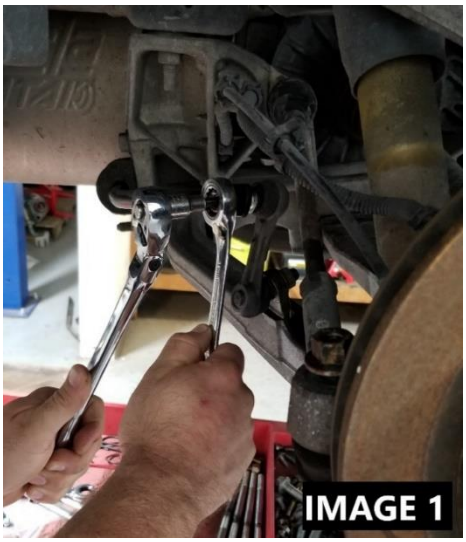
C6 Z06/ZR1 Corvette Control Arm Delrin Bushing Install Instructions

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

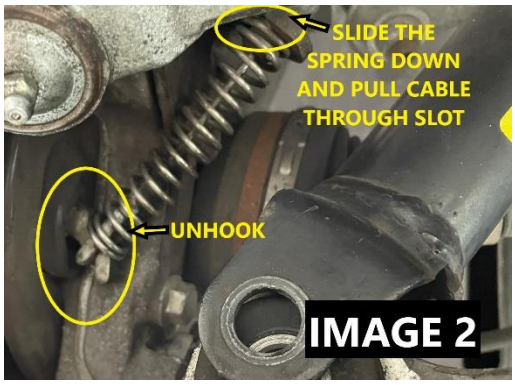


Disassembly:

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

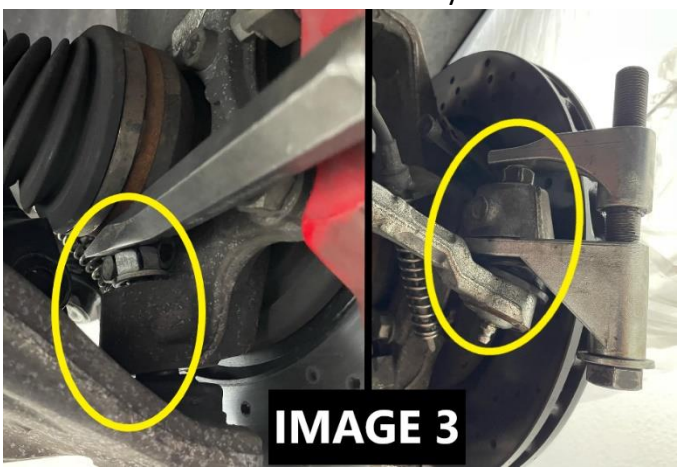
2. Disconnect rear sway bar endlinks **IMAGE 1**

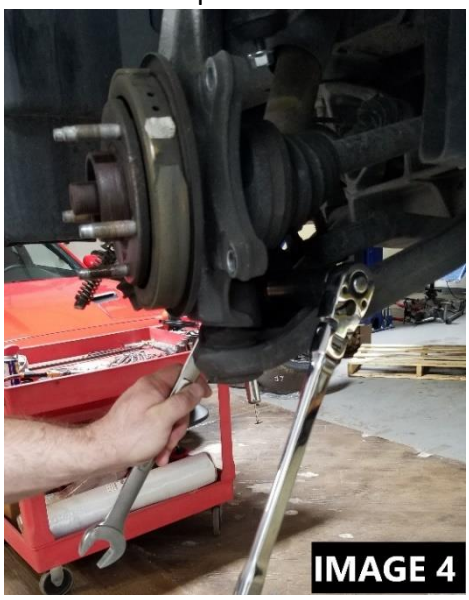
3. Disconnect wheel speed sensor and parking brake cable. **IMAGE 2**



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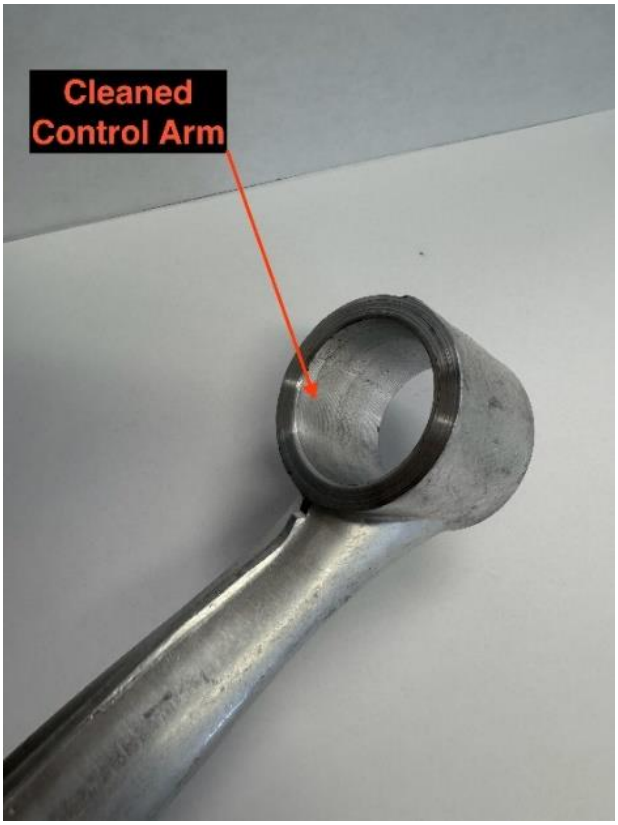
6. Loosen the upper and lower ball joint nuts and knock the spindle loose from the ball joints **IMAGE 5**



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.

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



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

11. 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).

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

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

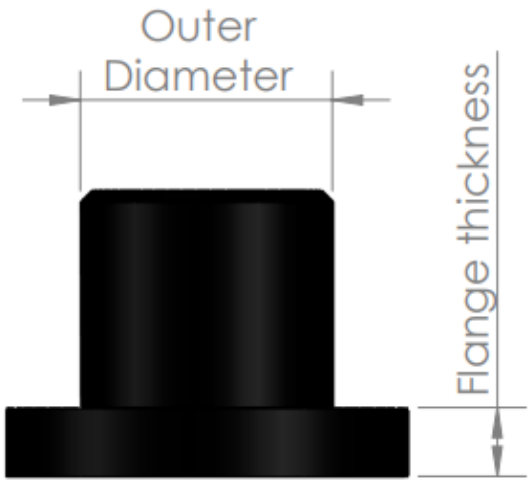
14. Before installing the new Delrin control arm bushings, clean the control arm with brake parts cleaner to remove any remaining debris from the old bushings.

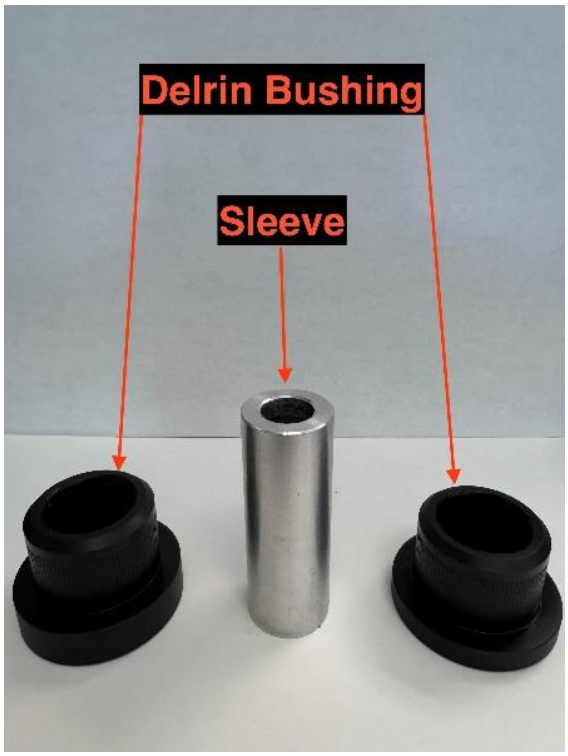
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C6 Z06/ZR1 Corvette Control Arm Delrin Bushing Install Instructions

Rear Control Arm Delrin Bushing Set (CBK562)				
Qty:	Part Description:	Part #:	Measurement (in):	Used with:
4	Lower Control Arm Rear Bushing	BMR2695	OD: 1.885’’ Flange Thickness: .320’’	Sleeve
4	Lower Control Arm Front Bushing	BMR2696	OD: 1.768’’ Flange Thickness: .385’’	Sleeve
2	Upper Control Arm Rear Outer Bushing	BMR2699	OD: 1.731’’ Flange Thickness: .295’’	Cross-Shaft
2	Upper Control Arm Front Outer Bushing	BMR2700	OD: 1.573’’ Flange Thickness: .295’’	Cross-Shaft
2	Rear Upper Control Arm Rear Inner Bushing	BMR3149	OD: 1.731’’ Flange Thickness: .235’’	Cross-Shaft
2	Rear Upper Control Arm Front Inner Bushing	BMR3150	OD: 1.573’’ Flange Thickness: .235’’	Cross-Shaft
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	Upper Control Arm Cross-Shaft	BMR2753	Length: 4.65’’	N/A

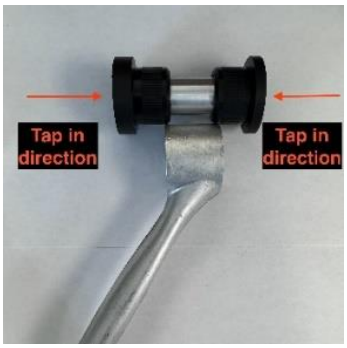
15. Before proceeding, verify that all the parts are correct by referencing the table, measuring the flange thickness and outer diameters of every bushing with calipers, and organizing all parts.

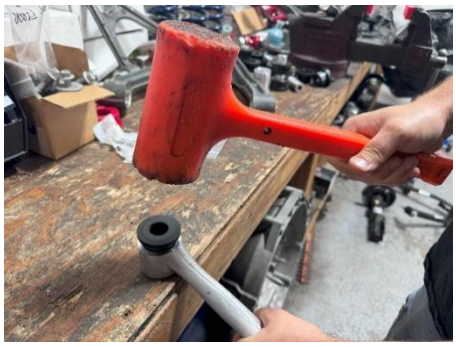
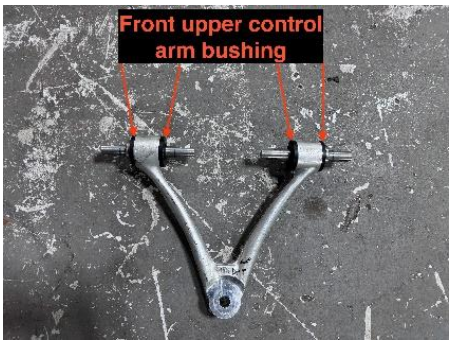




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16. According to the figure, tap the bushings into the control arms using a rubber mallet. **NOTE:** Make sure the correct bushing part number is tapped in based on the location. Some bushings have the same outer diameter but different flange thickness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

17. 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.

18. 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.

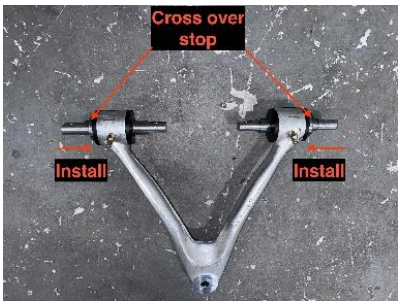
19. Install the control arms back into the car and assemble all other components taken off during installation.

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:

Lower Control Arm Cam Nuts - **125 ft lbs**
Upper Control Arm Mounting Bolts - **48 ft lbs**
Upper Ball joint - **22 ft lbs + 195°**
Lower Ball joint - **22 ft lbs + 180°**



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