



INSTALLATION INSTRUCTIONS FOR "BALL BEARING" IDLER ARM KIT

1. Remove the Idler Arm from the car. (NOTE: The Rod or Drag Link Assembly may be left on the car.)
2. Remove the rubber bushing from the Idler Arm. (Rubber bushing may be removed by use of Bushing Puller Tool, T-416 or other similar tools.)
3. BALL THRUST BEARING "A"
Pack both bearings with grease.
4. ASSEMBLY:
Assemble parts on Frame Bracket as shown in diagram. Rubber Washer "D" must be inserted into recess or counter bore in part "C" and around threads of frame bracket before installing special washer "E".
5. LOCK NUT "F"
Install Lock Nut "F" on stud and run the Lock Nut "F" finger tight until all play is removed from the opposite end of Idler Arm, then using torque wrench, tighten nut to a 20-25 foot pounds.
6. COTTER PIN "G"
If hole in stud and slot of Lock Nut "F" are not in line, tighten Lock Nut until slot lines up with hole in stud. (NOTE: If hole in stud falls below slot of Lock Nut "F" drill a new hole through stud. Use a 9/64 or 5/32 drill, stud is soft, drill a new hole approximately 90° from original hole so stud will not be weakened at this point.) Install cotter pin "G".
7. GREASE FITTING "H"
Install Grease Fitting "H" and lubricate with a good grade of chassis lubricant.