



## C5/6 Delrin Bushing Configuration Guide

### Tools Required for Installation

- 15/16 - 1-1/8 Reamer (Only used for Tight fit Sleeves or Pin Mounts)
- Loctite #635 (Only Used for Sloppy Fit Bushings)
- Snap Ring Pliers

All pins and sleeves **MUST** rotate. If not, the bushing needs to be reamed. Bushings **MUST NOT** turn in the control arm. If it does, you need to Loctite it in place.



### **Front Upper A-Arm**

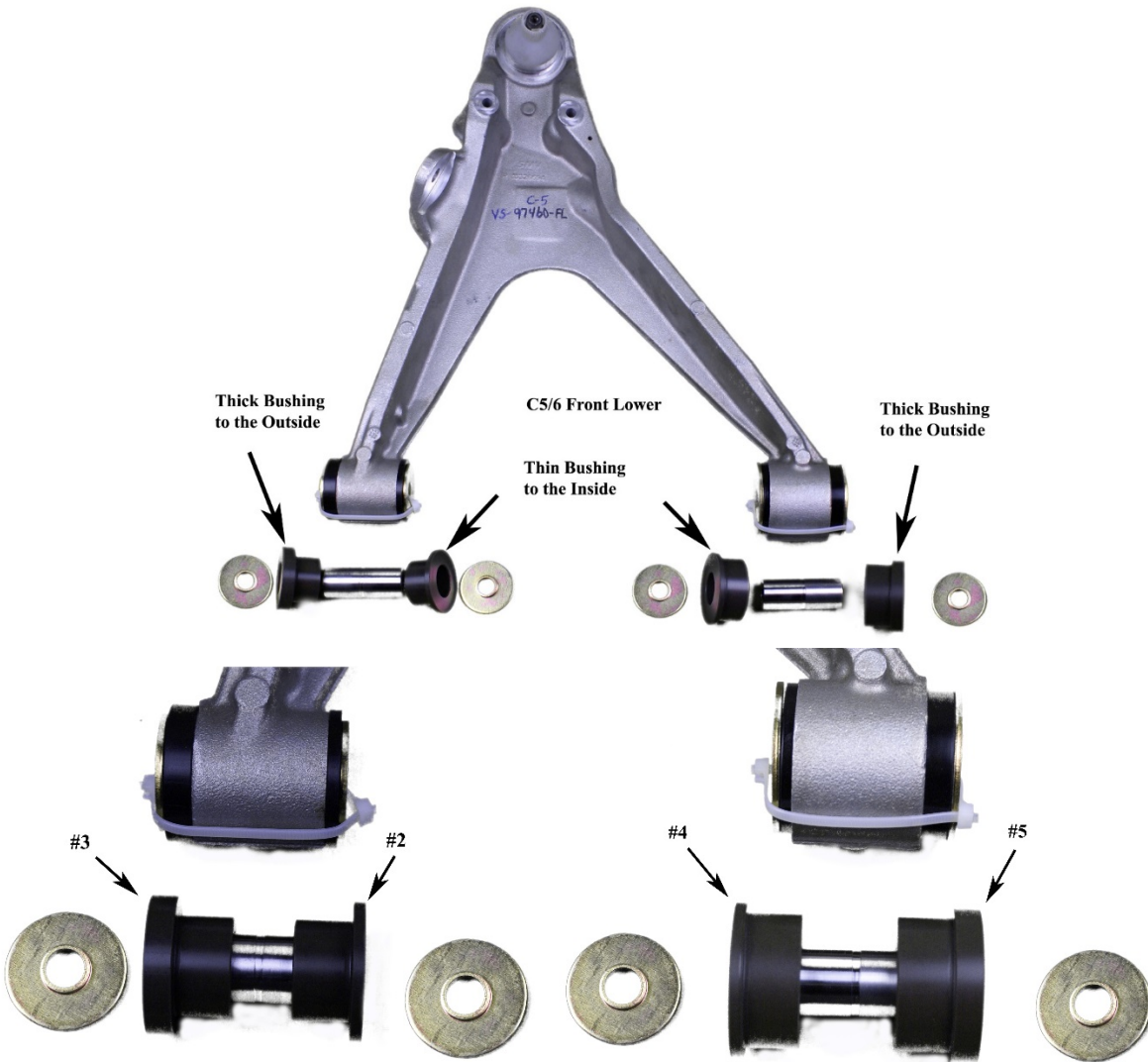
Snap Rings Go Inboard (2 Per Side)

Remove OE Pin Mounts with a Sawsall and all bushings with a Ball Joint Remover Tool.

### Installation Foot Note:

- You may have to clearance the control arm width if the casting is too wide for the aluminum pin and delrin. Max air gap = .010".
- You may have to ream the ID of the Delrin to adjust for manufacturing inconsistencies and wear of the arm. The bushing holes are prone to elongate.

## C5/6 Front Lower A-Arm



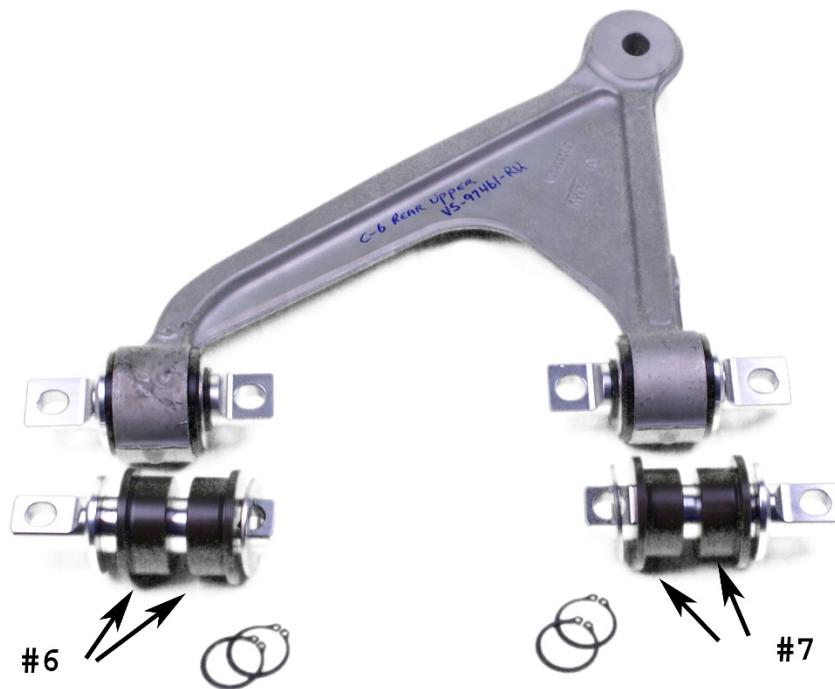
### Front Lower A-Arm

Thin Top Hat Goes Inboard on Both Sides

- Max Air Gap between the bushing and washer is .010". Machine or grind sleeve to reduce the air gap if needed.



## Rear Upper Delrin – Aluminum Frame



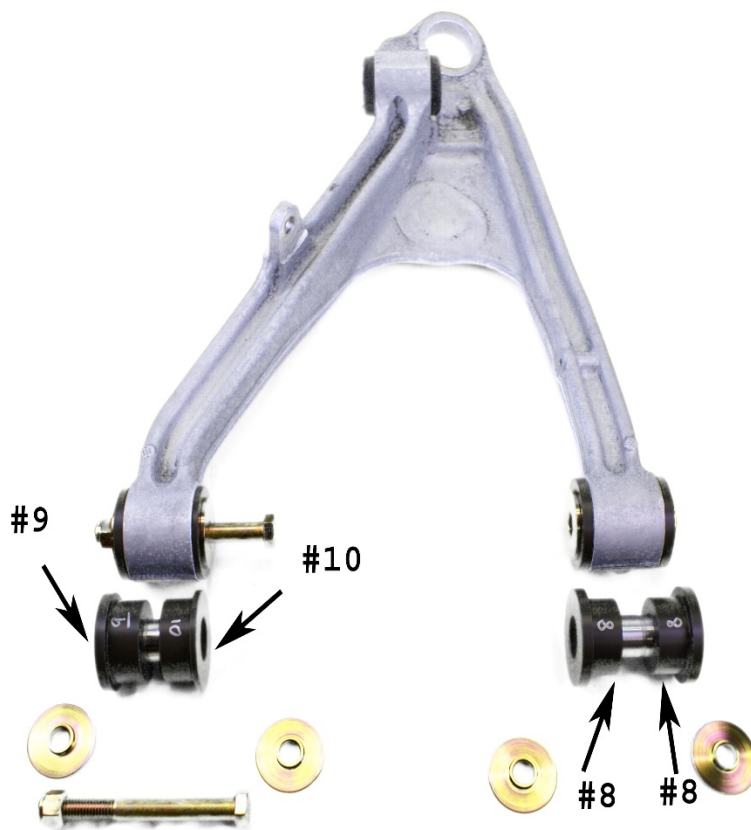
Snap Rings Go Inboard (2 Per Side)

Remove OE Pin Mounts with a Sawsall and all bushings with a Ball Joint Remover Tool.

Installation Foot Note:

- You may have to clearance the control arm width if the casting is too wide for the aluminum pin and delrin. Max air gap = .010".
- You may have to ream the ID of the Delrin to adjust for manufacturing inconsistencies and wear of the arm. The bushing holes are prone to elongate.

**C5/6 Rear Lower A-Arm**



The supplied 1/2" Bolts will pass through Bushings marked #'s 9 & 10.

- Max Air Gap between the bushing and washer is .010". Machine or grind sleeve to reduce the air gap if needed.