



Part Name: Control Arm Bushing Kit

Part Number: 470-401001-B

Application:

1997-2004 Corvette C5

2005-20013 Corvette C6 Steel Frame, Excluding Z06/ZR1

Whats In The Box!

00P-0A1071-A S/A C/A Sleeve: C5/C6 Poly CARM, Bagged	Part #	DESCRIPTION	Qty
	P1038	Sleeve, RS	2
	P1036	Sleeve, RL2	2
	P1034	Sleeve, FL1	4
	P1035	Sleeve, FL2, RL1	8
	P1037	Sleeve, FU	4
	P1041	Washer, FU	4

00P-0A1072-A S/A C/A Sleeve: C5/C6 Steel Frame, Bagged	Part #	DESCRIPTION	Qty
	P1039	Sleeve, Ru	4

Bagged	Part #	DESCRIPTION	Qty
	00P-0C1187-A	Ring, Snap: 13/16	4
	00P-0P1041-A	Washer: FU Sleeve	4

00P-0A1024-A S/A C/A Bushing: C5/C6 Steel Frame, Bagged	Part #	Marking On Part	DESCRIPTION	Qty
	P1021	2781	Bushing, FL1-1	2
	P1022	2782	Bushing, FL1-2	2
	P1023	2783	Bushing, FL2-1	2
	P1024	2784	Bushing, FL2-2	2
	P1025	2785	Bushing, FU-1	4
	P1026	2786	Bushing, FU-2	4
	P1027	3491	Bushing, RL1	2
	P1028	3331	Bushing, RL2	2
	P1029	3333	Bushing, RS	2
	P1030	2366	Sleeve, RU1	4
	P1031	2371	Sleeve, RU2	4
			Grease	1

Control Arm Bushing Kit

- Put the car on jack stands or lift.
- Remove control arms.
- For lower control arms that utilize an eccentric bolt, use a chisel to knock off the washer plates.
- All of the bushings can be pressed out using a press and/or vice.
 - You will need to get creative on your press fixtures

Press Method for removing bushings:

- The pivot pins in the upper control arm bushings can be easily removed with a vice. Use the vice to grip the ear of the pin. Pull on the control arm while rotating, the bushing will pull out.
- If the press method doesn't work on a particular bushing you can try the torch method.

Torch method for removing bushings:

- Using a torch, heat the inner sleeves until the bushing begins to bubble and smoke. Push the inner sleeve out. Pry the bushing out while it is still hot. Bushings and sleeves stay hot for a long time so don't burn yourself!

Installation:

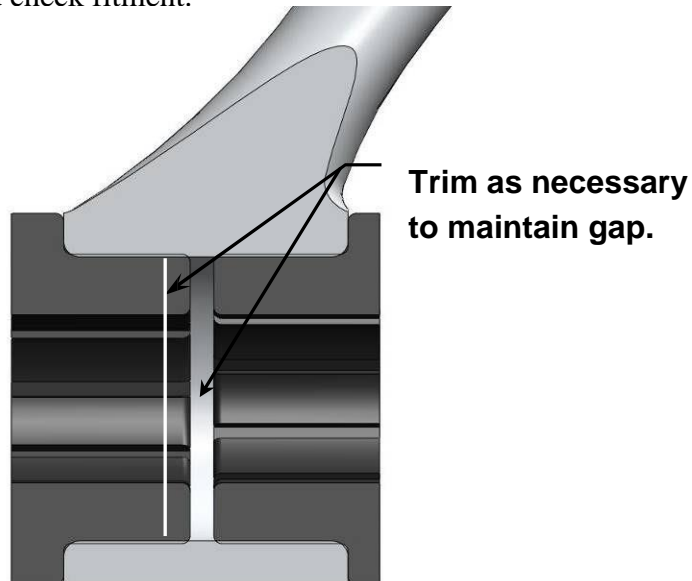
Test fit bushings and sleeves to check fitment. If it seems the bushing is too long then you may have control arms that have smaller bores. This causes the bushings to grow in length. For the hat bushings you can remove material from the bushing on the inside face which will keep the bushings from touching each other when pressed into the control arm.

- Press the new polyurethane bushings into the control arms.
 - You may find it helpful to lube the bushings. Use a lube that will dry and leave no residue. A mixture of water and rubbing alcohol works well.
 - You don't want to have oil or grease between the control arm and bushing.
- Lube the inside of the bushing. Try to fill the grooves.
- Lube the outside of the sleeve or pin where it makes contact with the bushing. Press the sleeve or pin into the bushing.
- For the upper front control arm, slide the washer on after the pin is pressed in. Retain it using the supplied snap rings.
- Upper pivot pins have a 2mm offset to give you more flexibility when setting your camber. By flipping the pin over you change the camber by approximately 0.8 degrees.

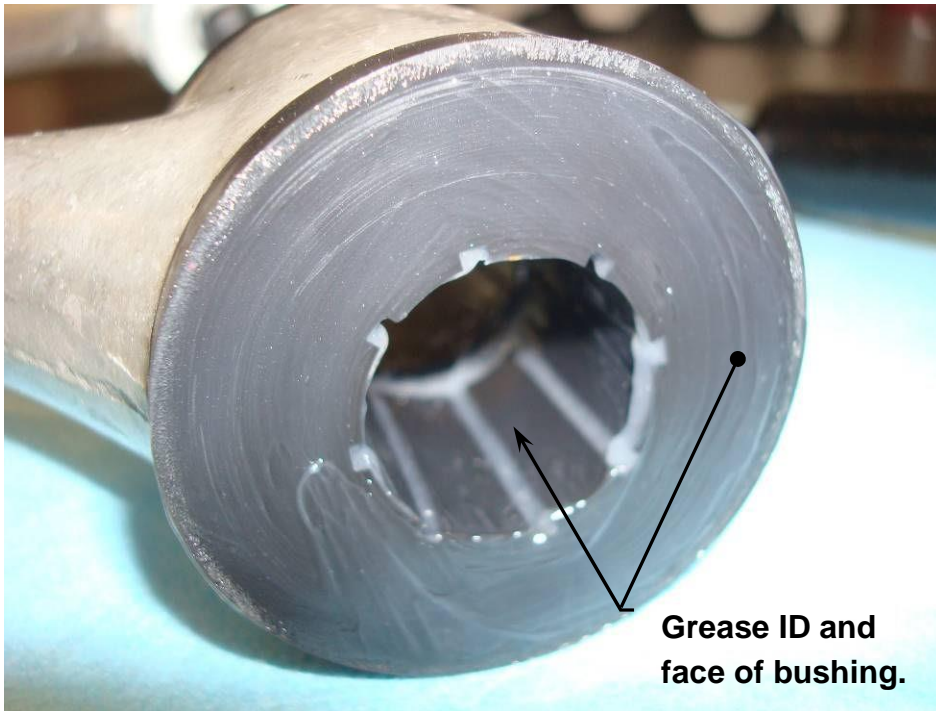
Front Upper Control Arm Bushing Installation:

The front upper control arm bushings require additional care to ensure proper installation and long term trouble free operation. Once the factory rubber bushings have been removed, install the two hat bushings. Note the part number stamped on each bushing and install in the correct location per the diagram at the end of these instructions. The bushing flanges should sit flush with the face of the control arm bores while maintaining a 1/8" to 3/16" gap between the inner faces of the two bushing halves. If this is not the case, the bores on your control arm are on the small end of the tolerance and you need to remove material from the inner face of one of the bushings (see cross section below).

Re-install the bushing and check fitment.



Once the bushings have been dry fitted, grease the inner diameter of the bushing with the provided poly grease. Fill the grooves and space between the bushings with grease. Also grease the face of the bushing where it will be in contact with the flange pin.



**Grease ID and
face of bushing.**

Grease the outer diameter of the pin and press it through the bushings. Take care to support the inner bushing (#2786) thoroughly so it does not begin to push out of the control arm bore. This is easily accomplished with a short section of pipe or other press tool with an ID slightly larger than the OD of the pin. Incorrect installation results in gaps between the bushing flange and the face of the control arm bore.



**Gap caused by
incorrect installation.**

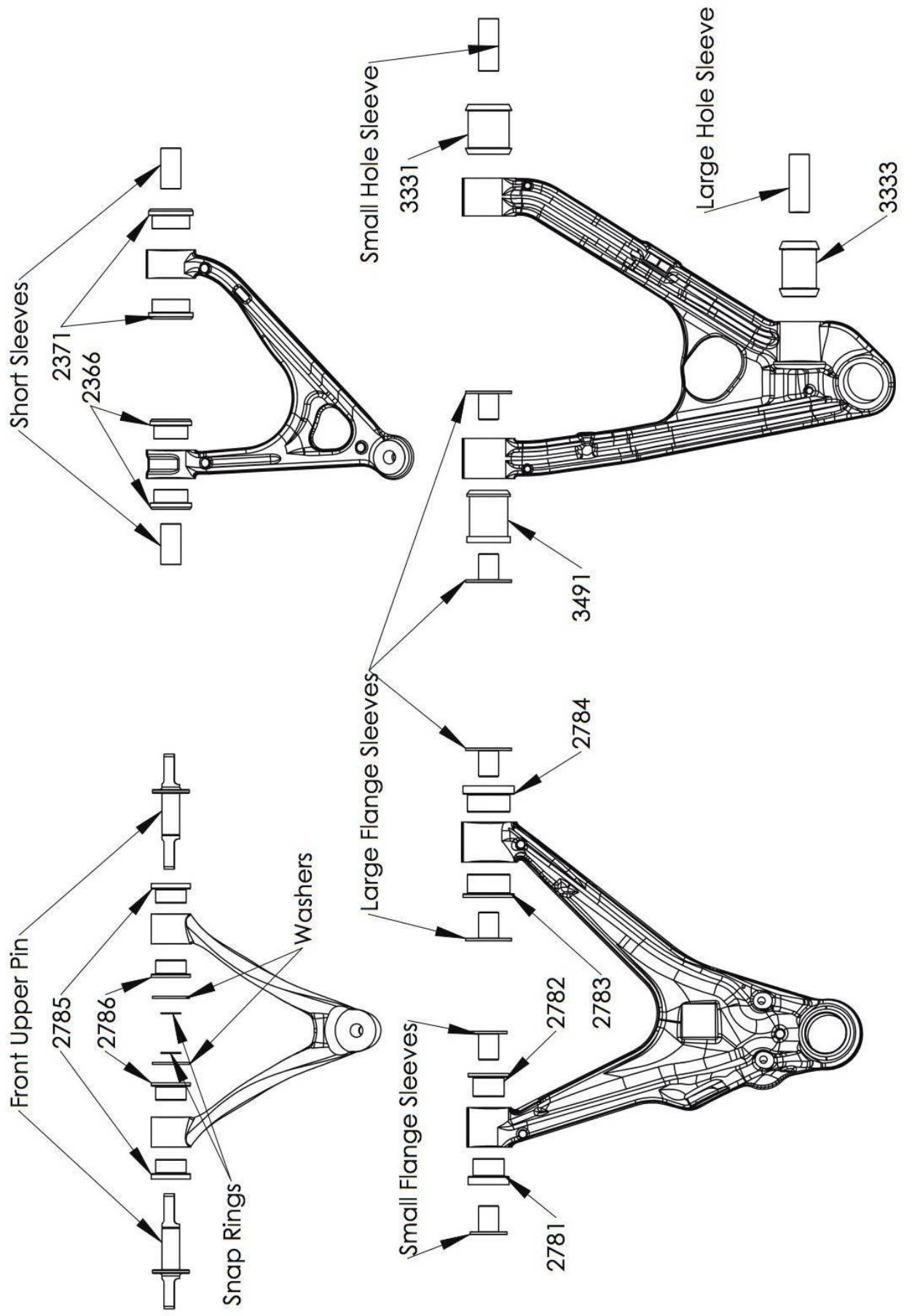
Once the pin is installed, the flanges of the bushings should still be flush with the faces of the control arm bore. Check to make sure the retaining washer can be installed on the pin without covering any of the snap ring groove. Little to no compressive force on the bushings should be required for the washer to sit entirely below the snap ring groove.



Grease the face of the bushing where it will be in contact with the washer and install the washer and snap ring. Take extra care to ensure that the snap ring is fully engaged in the groove.

The completed installation should look like this:





C5/C6, Steel Frame



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