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Del-a-lum upper control arm bushing kit Part # 1064.

Note: 1064 will fit tubular upper control arm kits CTA-79, CTA-47, and CTA-82. 1064 also fits CNR-40s with part # 702 shafts. Kit 1064 will not fit CNR-40 kits using the special offset shaft part # 710.

Special items necessary for installation:

Hydraulic press

If the press is not handy, take your control arms to a shop that has the proper equipment. Having the right tools always makes the job go more smoothly and there is less likelihood that you will damage the A-arm or bushing during the installation process.

Installation for the upper arms is as follows:

- 1. Press only one of the blue bushing housings in the upper control arm. The bushing should be pressed in so the hole is pointing to the top of the control arm.**



Note: The hole in the bushing should be in a position so it is straight up when the arm is placed on the car.

- 2. Take your control arm shaft and make sure it slides through the upper control arm housings. You should be using one of the following upper control arm shafts Part # 702 offset or Part # 709 billet shaft. Shown is a CTA-47 arm with 702 shafts. If you had 709 billet shafts the procedure would be the same.**

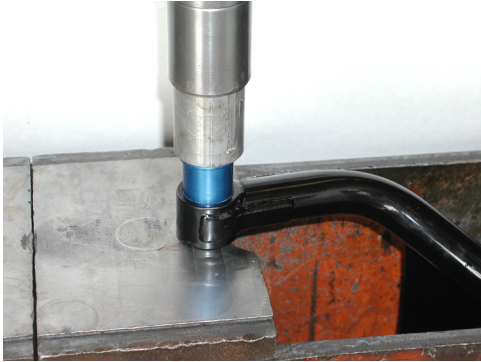


First: slide one small steel thrust washer onto the shaft.

Second: place one small white plastic thrust washer on the shaft and slide it through the arm.

Third: place a small steel washer on the other end of the shaft.

Fourth: place a small plastic thrust washer on the other side of the shaft (see photo).

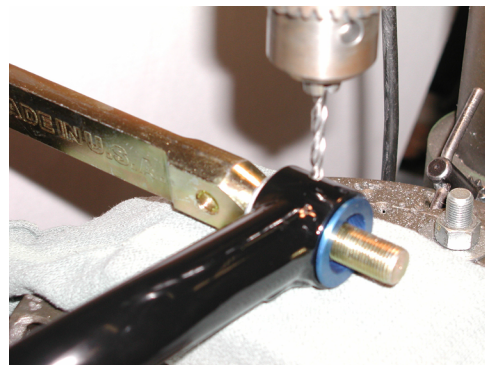


Slide the shaft all the way through the control arm. Take a blue bushing housing and press in into the other side of the upper arm. If you will notice in the picture we use a (V) block for pressing in the bushing. The shaft and thrust washers are in the (V) area of the block.

3. The bushings are pressed in the control arms. The next step is to drill and tap the housing for installing a grease fitting.

Use a number 3 drill bit (.213) or a 7/32 drill bit and drill a hole in the center of the housing in line with the hole in the blue bushing.

4. After drilling the hole use a 1/4 x 28 tap and tap the hole. After tapping is complete blow out the filings out of the housing.



5. The next step is to install grease in the bushing housing and install the white plastic insert. The insert should have grease inside it as well. We use a synthetic grease called NEO Part # GR-1. However any water resistant grease will work. Place the insert



into the housing and slightly tap the insert into the housing. Both sides of the control can be done.

6. Next snap the outer thrust washer over the delrin plastic insert. Install the large steel flat washer and slotted hex nut.

Tighten the nut down until the all the thrust washers have contact. No air gaps. Back the nut off and then bring the nut down till slight resistance is felt and go 1/8 of a turn more. Preload is now set.



7. Install the grease fitting

8. Use a 1/8-inch drill bit and drill a 1/8-inch hole through the shaft. You are going to cotter pin the hex nut so there will be no chance of the nut backing off. The hole should be drilled in the slot of the hex nut similar to that of a wheel bearing cotter pin setup. Cotter pin each end of the shaft before installing on the car.



Neo grease or any synthetic grease that is water resistant may be used.

If you have any questions please give our tech lines a call toll free at 1-877-470-2975.

Moser rear end - option