

P/N: 21366

Front Lower Control Arm Bushings

*1966-1970 Chrysler B-Body, Charger,
Super Bee, Road Runner, GTX*

1970-1974 Chrysler E-Body, Cuda, Challenger



Before You Start:

Please read the entire manual before starting.

1. Raise Vehicle

Raise the vehicle and put it up on jack stands. You may also use a 2-post or 4-post lift.



2. Remove Stock Lower Control Arms

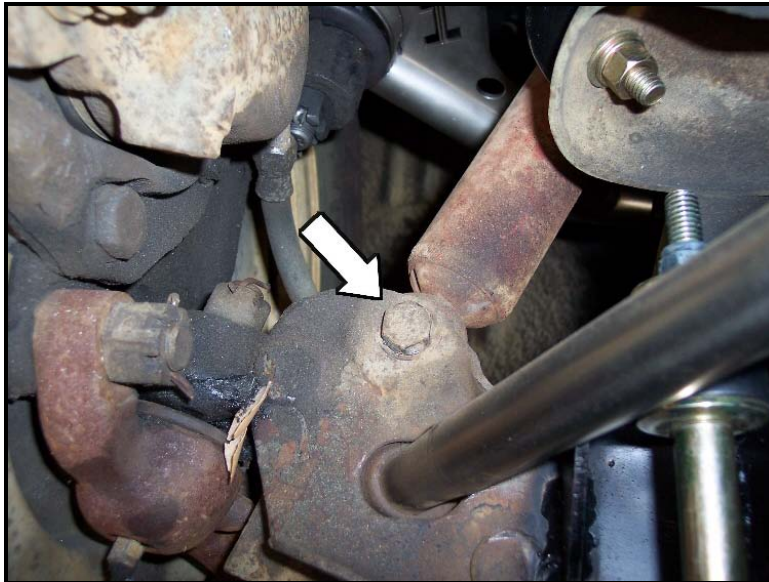
- a) Remove the front wheels
- b) Relieve the tension in the torsion bar by loosening the adjuster bolt underneath the lower control arm.



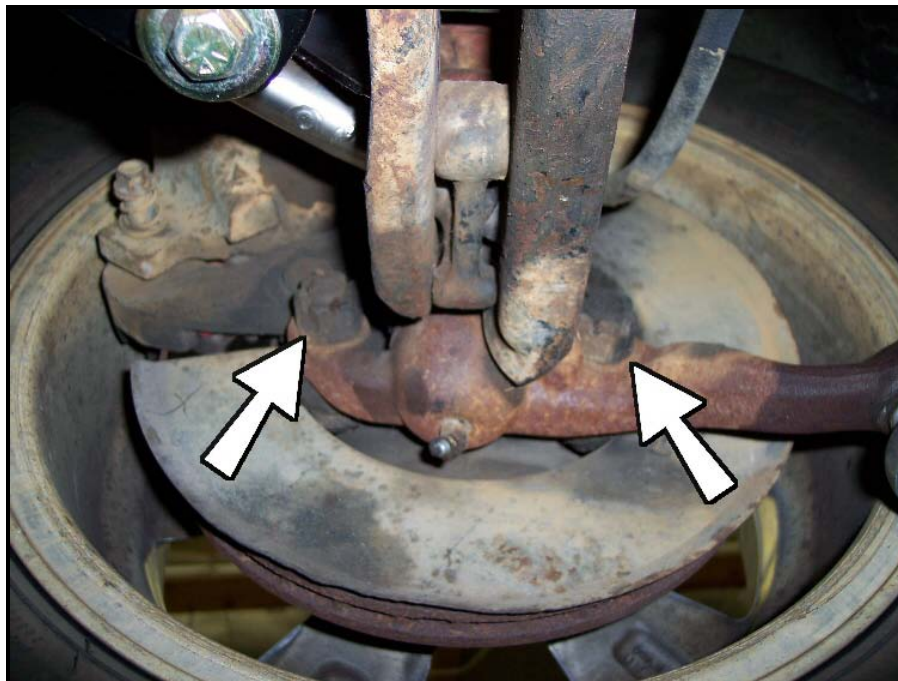
- c) Loosen and remove the nut connecting the strut rod to the lower control arm.



- d) Undo the Lower Shock Mount Bolt to detach the shock from the Lower Control Arm



- e) Remove the lower ball joint/steering arm from the spindle. There are 2 castle nuts that hold it in place.



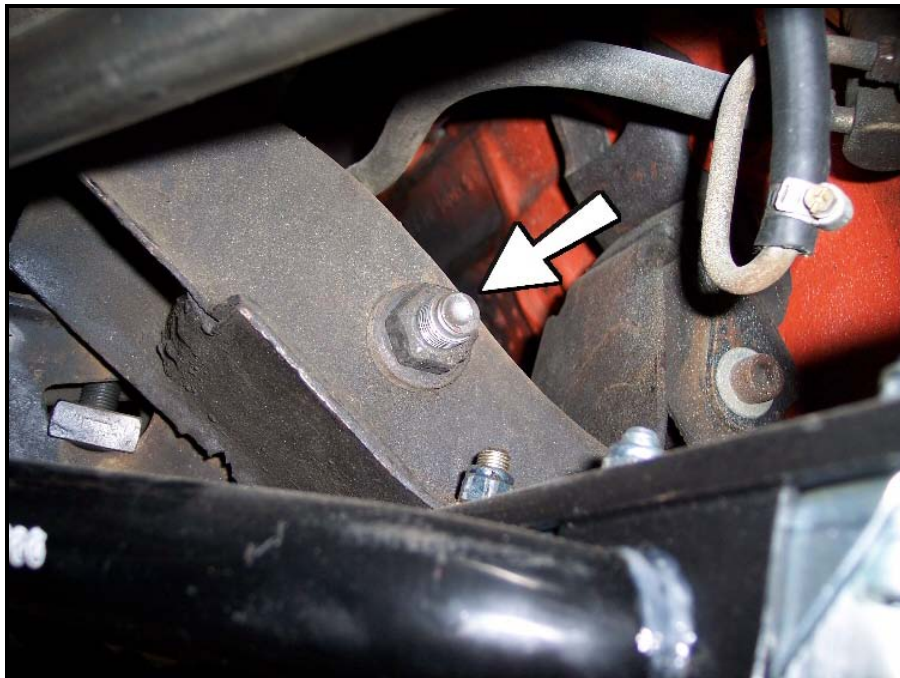
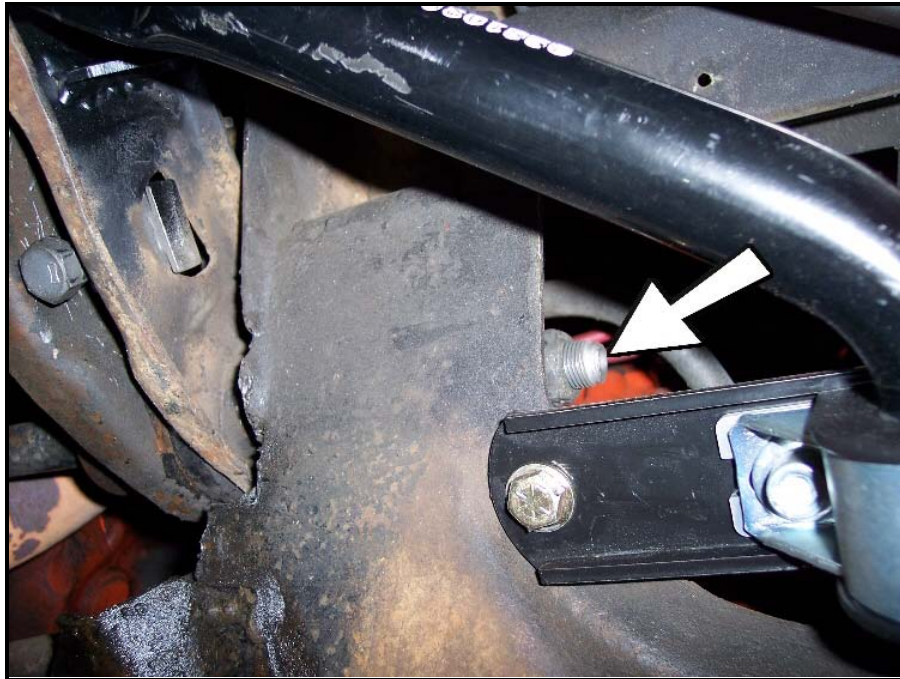
- f) Disconnect the front sway bar end links, if equipped.



- g) Remove the snap ring and detach the Torsion Bar from the Lower Control Arm.



- h) Loosen and Remove the inner pivot nut for the lower control arm. The lower control arm should be able to slide out of the k-frame.



3. Remove Stock Rubber Bushing

The stock rubber bushing has an outer & inner sleeve. You will need to re-use both sleeves when using the Hotchkis bushing. The new bushing will replace the rubber portion of the joint only. Remove the rubber by using a torch to burn the rubber off while you scrape it out. Be careful not to damage the outer or inner sleeve. The outer sleeve is pressed into the lower control arm body while the inner sleeve slips over the stud pin. It is common to have the inner sleeve frozen onto the pin. It's ok if it is. Make sure the sleeves are clean before proceeding.

4. Install New Bushing

Apply the supplied silicone grease onto the inner and outer surfaces of the Hotchkis Polyurethane bushing. It's a good idea to also grease the outer and inner sleeve surfaces.



Insert the bushing into the outer sleeve by itself. Then insert the pin and inner sleeve into the bushing. The assembly is now complete.





5. Re-Install the Lower Control Arm Assembly

Re-install the lower control arm assembly in the same manner as removal. It is recommended that you get a front wheel alignment after this installation.