



Part numbers 86330/86350

GM UCA Bushings

Q1: I have a 1988 Chevrolet K1500 4WD Truck and I am trying to install the 86350 offset upper control arm bushings. They are larger than the stock bushing and will not fit. What should I do?

A1: Unfortunately, the first two years of the GMT400 truck platform were built with two different sizes of bushings in the upper control arms. The 1988-1989 trucks could have either 41mm bushings or 43mm bushings. After those years, the 4WD trucks all featured 43mm bushings. If you are installing bushings on one of the early trucks, the bushing size should be measured before it is removed. If you have 41mm bushings and you want to install the 43mm offset bushings, you may need to purchase a new or used set of upper control arms that use the 43mm bushings.

Q2: I am trying to install front camber bushings and they don't fit. What should I do?

A2: SPC front camber bushings are designed to replace the original equipment upper control arm bushings. Some aftermarket upper control arm manufactures may use a smaller bushing that is not compatible with SPC or OEM replacement bushings. If you have an aftermarket arm, your options are:

1. Install SPC bushings in the original control arm if it is still available,
2. Obtain an OEM style arm from a salvage yard, or
3. Leave the bushings and install an adjustable upper ball joint like SPC# 23960, if applicable. ('99-'10 8-lug truck and SUV only)

Q3: I have an alignment problem. My tires are wearing on my Chevy/GM 4500 series cutaway chassis. Will SPC #86330/86350 front camber bushings work to fix this problem?

A3: Although the bushings will fit some GM 4500 Cutaway chassis, SPC does not recommend using the 86330 or 86350 bushings for this vehicle. We have seen tire wear and alignment problems with large body or over weight vehicles such as ambulances and contractor trucks. This heavy load causes considerable ride height change that lets the springs sag and the wheel camber to skew to the negative beyond the vehicles ability to be adjusted back into specifications. The better repair is to replace the springs with units that can handle the increased weight. New shock absorbers that can also handle the increase load would also be advisable.

Q4: I have a control arm that is a replacement part but it is not an original equipment (OE) factory part. Will your bushings , ball joints or strut mounts fit properly?

A4: The short answer is, most likely. Although not common there can be some problems.

Specialty Products Company designs its parts to work with the components that originally came with the vehicle. In some circumstances suspension components may have been replaced with non-OE components. This may cause a problem. Although these parts will work fine in the original configuration, the sub-components of these parts may not be exactly the same size as the original. This can lead to a problem when installing Specialty Products parts such as offset bushings or ball joints.

For example, most problems will occur when a particular arm is sold by the manufacturer as an assembly and the bushings are not replaceable. Then this part was replaced for some reason or another with an aftermarket replacement part. Now there is an alignment problem and the technician goes to install a replacement offset bushing and it does not fit properly. In this instance it will be necessary to purchase an OE arm and then install the alignment part.

Q5: How do I know if I have an OE part or an aftermarket part?

A5: Unfortunately many times it is difficult to tell, there may be a part number stamped or cast into the part to help identify it. This may take quite a bit of research. A technician familiar with aftermarket parts may be able to tell by looking.

Q6: The 86350 is listed for Silverado/Sierra 1500 trucks up through 2018. Why is there a note about the offset bushings not working on stamped metal arms?

A6: Starting in 2014 and continuing through 2018, stamped metal, cast aluminum and forged steel upper control arms were used on the Silverado/Sierra 1500. Our 86350 offset bushings can be installed in aluminum and forged steel arms with standard press tools. However the stamped metal arm has no flanged area for a bushing press receiver to work properly. SPC recommends that you not try to install 86350 in the stamped steel arms as the arm can easily be distorted or bent during press operations. Fortunately, the General Motors replacement arms for these vehicles have been superseded to the aluminum control arm.