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LINK BUSHING INSTRUCTIONS LINK PIN SHIM INSTRUCTIONS

DIASSEMBLY:

1. Jack up the front of the car and put safety stands under the front beam. Do not work under the car without jack stands.
2. Remove the tires and wheels.
3. Remove the dust cover nuts, drums and brakes from the spindle.
4. Remove the cotter pins and nuts from the tie rod ends, and remove them from the spindle using a suitable puller. (Tie rod ends can sometimes be removed by threading the nut onto the threads for the tie rod end of the threads, and hitting the nut with a hammer.)
5. Remove the four link pin lock bolts and pull the spindle link assembly from the torsion arms.
6. Press the link pin bushings out of the link ends using suitable mandrels. Clean all parts and inspect for wear.

REASSEMBLY :

1. Replace parts as required.
2. Press the link pin bushing into the link. Be sure the small hole in the bushing is facing toward the top of the king pin.

INSTALLATION:

1. Measure the offset between the upper and lower torsion arms. Do this by laying a straight edge flat against the flat machined area on the lower arms and measuring the distance between the straight edge and the same flat machined area on the upper arm. If the offset falls in the range of the table, place shims accordingly, greasing each one. Place the first group of shims on the pin, insert the pin into the link pin bushing and then add the second group of shims. If the off set does not fall in the chart, you may have a bent arm. You may be able to add/subtract shims to take up the space left over.
2. Install the link pins into the link, keeping the shims in place. Put the lower link pin into the lower arm, and then, while pulling up on the lower arm, slide the upper link pin into the upper arm.
3. Rotate the link pins until the groove in the pin lines up with the hole in the arm. Install the lock bolts, but do not tighten. If you are using stock link pins, tighten the link pin by putting a wrench on the flat surface at the end of the link pin. After tightening by hand, back off the pin about 1/8 turn and tighten the lock bolts. If you are using after market link pins, install the lock nuts onto the threaded portion of the link pin. Tighten snugly and then back off about 1/8 turn. Tighten the lock bolts, and then torque the big lock nuts to 25 ft. lbs. When completed correctly, the arms should move freely when pulled up by hand.
4. Reverse the removal procedure to complete the assembly. The front end alignment should be reset.

TIGHTENING SPECIFICATIONS:

Tie rod end nuts-22 ft. lbs.

Torsion arm lock bolts-32 ft. lbs.

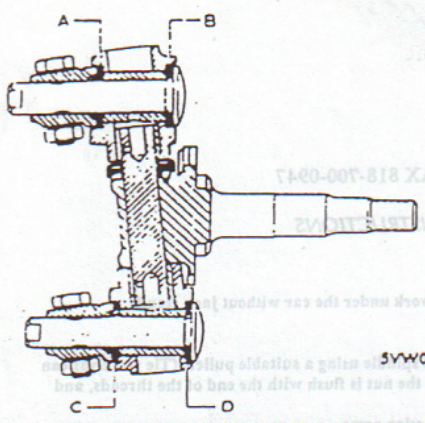
PARTS LIST

PART NUMBER	# OF PIECES	DESCRIPTION	INDIVIDUAL PART #
6210	4	Link Pin Bushings	6210-4
6223	40	Link Pin Shims	6223-4

SWAY-A-WAY

SUSPENSION COMPONENTS

20255 MARILLA ST., CHATSWORTH, CA 91311 818-700-9712 FAX 818-700-0943



LINK PIN SHIM ARRANGEMENT
Arrangement Of Link Pin Shims
Upper Torsion Arm

Offset (mm)	No. Shims (A)	No. Shims (B)	Offset (mm)	No. Shims (C)	No. Shims (D)
5	1	7	5	5	3
5.5	2	6	5.5	5	3
6	2	6	6	4	4
6.5	3	5	6.5	4	4
7	3	5	7	3	5
7.5	4	4	7.5	3	5
8	4	4	8	2	6
8.5	5	3	8.5	2	6
9	5	3	9	1	7

1. Measure the offset between the upper and lower torsion arms. Do this by laying a straight edge flat against the flat machined area on the lower arm and measuring the distance between the straight edge and the same flat machined area on the upper arm. If the offset falls in the range of the table, place shims accordingly, greasing each one.

2. Install the link pins into the link keeping the shims in place. Put the lower link pin into the lower arm, and then while pulling up on the lower arm, slide the upper link pin into the upper arm.

3. Point the link pins into the groove in the pin lines up with the hole in the arm. Install the lock bolts, but do not tighten. If you are using a wrench, tighten the link pins by putting a wrench on the flat surface at the end of the link pin. After tightening by hand, turn the link pin about 1/2 turn and tighten the lock bolts. If you are using Sway-A-Way link pins, turn the lock bolts about 1/2 turn. Tighten snugly and then back off about 1/8 turn. Check the alignment shims. The shims should be in the correct position.

4. Reverse the procedure to complete the assembly.

