

1985 Chevrolet Pickup C10

SUSPENSION - FRONT (2WD COIL)' Front Suspension GM COIL SPRING - EXCEPT ASTRO, SAFARI & "S" SERIES TRUCKS

UPPER CONTROL ARM & BUSHINGS

Removal

1. Raise and support vehicle. If frame hoist is used, support lower control arm with adjustable jack stand. Remove wheel and tire assembly. On C10 and G10/20 models (with rubber bushings), remove cotter pin from upper ball joint and loosen nut.
2. Remove brake caliper and suspend out of way. Do not hang by brake hose. Using Ball Joint Separator (J-23742), loosen ball joint stud from steering knuckle. Remove tool and ball joint nut, then raise control arm to clear steering knuckle.
3. Detach nuts and bolts attaching control arm shaft to frame member, then remove control arm from vehicle. Tape shims together and tag for proper location when control arm is reinstalled.
4. On C20/30 and G30 models (with steel bushings), loosen upper control arm shaft end nuts before loosening shaft-to-frame attaching nuts. Loosen shaft-to-frame nuts and remove caster and camber shims. Tape shims together and tag for proper location when control arm is reinstalled.
5. Detach pivot shaft-to-frame nuts but do not allow control arm to swing too far away from frame. Use a safety chain to retain control arm in close relationship to frame. Detach shaft end nuts and remove shaft from control arm.

Inner Pivot Shaft & Bushing Replacement (C10 & G10/20 With Rubber Bushings)

1. Mount control arm assembly in a vise. Install Front Control Arm Bushing Service Set (J-24435 which must include "C" Clamp J-24435-7 , Adapter J-24435-1 , Receiver J-24435-3 , Installer J-24435-4 and Adapter J-24435-5) onto control arm bushing using "C" clamp and proper adapters. See **Fig. 6** .
2. Tighten clamp to draw out old bushing, then discard bushing. Remove pivot shaft from control arm if necessary. Reposition control arm in vise and remove opposite side bushing.
3. Lubricate new bushing with rubber grease and position into control arm bore. Install "C" clamp and proper adapters over bushing, then tighten clamp to press bushing into position. See **Fig. 6** .

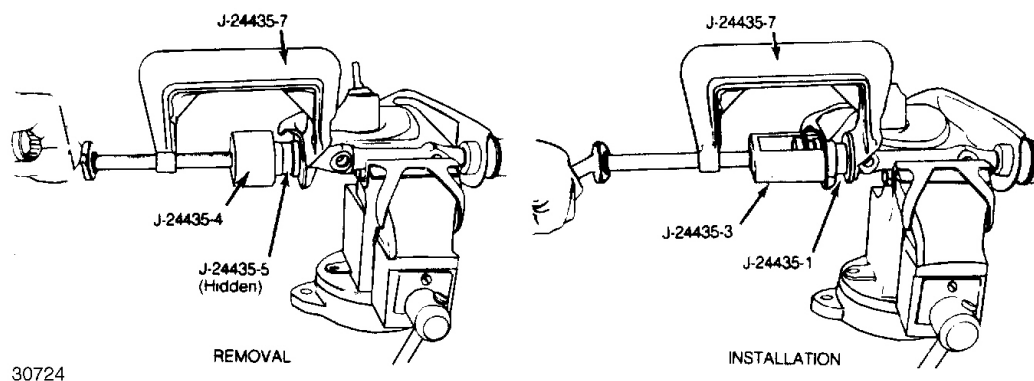


Fig. 6: Upper Control Arm Rubber Bushing Replacement Tighten hex head on clamp to draw out old bushing, then reverse procedure to install new bushing.

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4. Install pivot shaft into inside diameter of first installed bushing. Install remaining bushing as described in step 3). Remove bushing service tools and install control arm on vehicle. Tighten all fasteners to specification.

Inner Pivot Shaft & Bushing Replacement (C20/30 & G30 With Steel Bushings)

1. Remove grease fittings from bushing outer ends and unscrew bushings from control arm and shaft. Remove and discard old seals. Slide new seal onto each end of shaft and insert shaft into control arm.
2. Adjust shaft until centered in control arm, then turn bushings in and tighten to specification. See **Fig. 7** . Check shaft for free rotation. Install grease fittings and lubricate with proper chassis grease.

CAUTION: When installing upper control arm, ensure special aligning washers are positioned onto pivot shaft with concave and convex sides together.

Installation

1. Place control arm in position on bracket and install mounting nuts. On C10 and G10/20 models (with rubber bushings), before tightening nuts, insert caster and camber shims in the same order as removed. Tighten mounting nuts to specification.

NOTE: A normal shim pack will leave at least 2 bolt threads exposed beyond the nut. If 2 threads cannot be obtained, check for damaged control arms and related parts. The difference between front and rear shim packs must be no more than .30" (7.62 mm). The front shim pack must be at least .24" (6.09 mm) thick. Always tighten thinner shim pack's nut first for improved shaft-to-frame clamping force and torque retention.

2. On C20/30 and G30 models (with steel bushings), position pivot shaft-to-frame bolts and start pivot shaft nuts. Tighten shaft end nuts. Check for proper spacing. See **Fig. 7** . The shaft should rotate by hand after tightening nuts.

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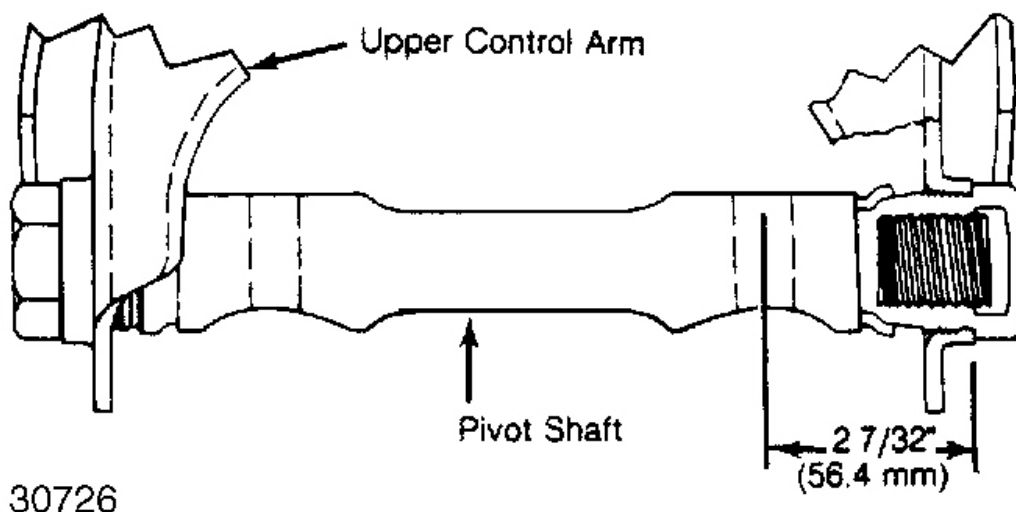


Fig. 7: Positioning Upper Control Arm Pivot Shaft (With Steel Bushings) Ensure shaft rotates by hand after end nuts are tightened.

3. Install caster and camber shims in the same order as removed and tighten pivot shaft-to-frame mounting nuts. Remove safety chain and install wheel and tire assembly. Lower vehicle.
4. On C10 and G10/20 models, insert ball joint stud into steering knuckle and install nut. Tighten stud nut to specification and install new cotter pin. To complete installation, reverse removal procedure. After installation, check front end alignment.