

PT# 24023 BEARING KIT WILL NOT FIT THE BELOW IDLER ARMS



1962 IDLER ARM



1963-1967
GREASABLE BALL JOINT STYLE



PT# 24023 BEARING KIT WILL FIT THE BELOW IDLER ARMS



1963-1967 CURVED IDLER
ARM FITS MANUAL
& POWER STEERING

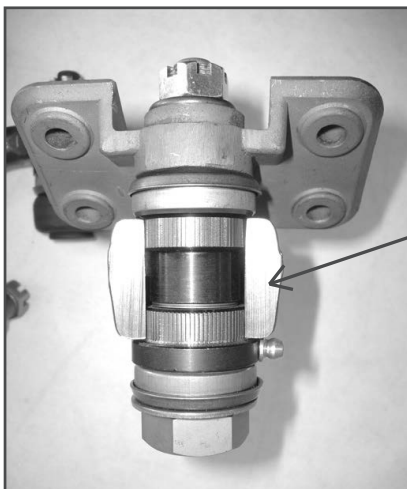


1963-1967 STRAIGHT IDLER ARM
FITS MANUAL STEERING ONLY



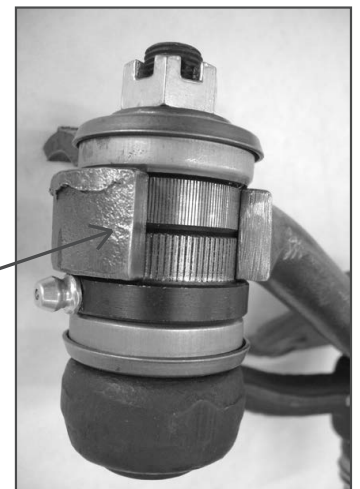
PHOTO SHOWING WORN
STOCK STEEL CASED
PRESS IN BUSHING

PT# 24023 BEARING KIT INSTALLED CUTAWAY PHOTOS



ASSEMBLY FRAME SIDE

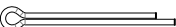
IDLER ARM





DRAG LINK


ASSEMBLY DRAG LINK SIDE

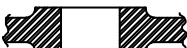
PLEASE READ BEFORE INSTALLING IDLER ARM KIT


Cotter Pin 

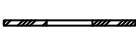
Castle Nut 

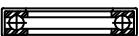
Washer 


Shoulder Bolt (Supplied) 


Frame Bracket 

Cup Retainer 

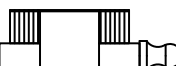
Rubber Washer 

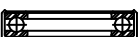
Bearing (See Note 3) 

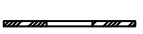
Sleeve, Upper (Frame End) 

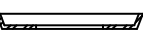
Shim Washers (if Req'd) 

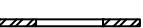
Idler Arm 

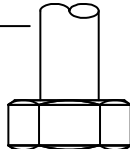
Sleeve, Lower (With Grease Fitting) 

Bearing (See Note 3) 

Rubber Washer 

Cup Retainer 

Steel Washer 

Shoulder Bolt (Supplied) 

Frame End of Idler Arm

1. Take inventory of all parts in 24023 kit vs diagram, verify all parts are there.

2. Remove idler arm, bracket and drag link from vehicle. Remove & discard original steel cased press-in bushings from idler arm and drag link. If your idler arm frame mounting bracket is to be used, perform the following: Insert new shoulder bolt into the plate and check for excessive play. If the shoulder bolt has excessive play in the frame bracket it will need to be replaced. New frame brackets are available for manual steering only, PT# 25020-3. If you have power steering you will have to have a bushing machined for the frame bracket to make the bolt tight.

3. The process below is best performed using a press. Included with this kit is a round aluminum tool used to protect the surfaces of the press-in inserts.

4. **FRAME END**---Because of the variances in the height/thickness between idler arm castings, you must measure height/thickness of the idler arm on the frame end. Stack upper and lower press-in sleeves and compare them to the measured height of the idler arm on the frame end. Remove or add shims between the sleeves of the stacked assembly to obtain height/thickness of the idler arm. The goal is to have the lower sleeve bearing race clear the idler arm when pressed in. The bearing cannot contact the idler arm and must turn freely on the race of the lower sleeve.


After this step is complete, press the upper sleeve into the frame end of the idler arm until the shoulder is flush with the top of the idler arm. Next, add the quantity of shims that was determined in the beginning of step 3 and press in the lower sleeve. You can use the shoulder bolt as you go along to make sure the shims stay aligned in between the upper and lower sleeves. Before pressing in the lower sleeve, index the grease fitting straight out towards the passenger side for ease of access to the grease fitting.


5. **DRAG LINK END**---Repeat the procedure in step 3. No shims are needed in this assembly as the press-in inserts should bottom out against each other internally. Make sure the upper bearing clears the idler arm. Before pressing in the lower sleeve, index the grease fitting straight out towards the passenger side for ease of access to the grease fitting.


6. **BEARINGS**---Pre-grease/pack all bearings before assembly. All 4 bearings in this kit are identical. The inner part (slightly convex and open to grease) of the bearing should face the race on all press-in sleeves. The outer part, with part number 7037, should face away from the race and mate to the rubber washer.


7. **ASSEMBLY**--- Assemble the components in the order shown per drawing. Tighten the castle nut on the idler arm bracket to **12 ft/lbs torque**. Install and spread the cotter pin and repeat the same process on the drag link end.

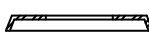
8. **INSTALLATION**---Reinstall the idler arm & drag link on the car and check steering for any noticeable problems. As with the installation of any front end parts, we recommend having the car aligned after installing this product.

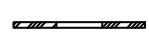
Cotter Pin 

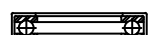
Castle Nut 

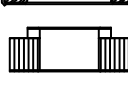
Washer 

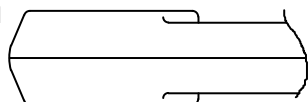
Original Stationary Stud 


Cup Retainer 

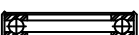
Rubber Washer 

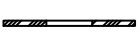
Bearing (See Note 3) 

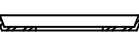
Sleeve, Upper (Drag Link End) 


Drag Link 

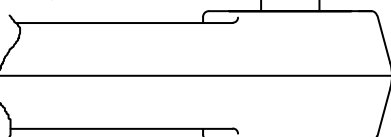
Sleeve, Lower (With Grease Fitting) 

Bearing (See Note 3) 

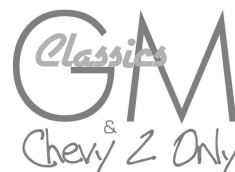
Rubber Washer 

Cup Retainer 

Original Stationary Stud 

Idler Arm 

Drag Link End of Idler Arm



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