

## LWR A-Arm & Bushings' Removal Step-by-Step Summary by Mike Kordas

- GMC on 6 wheels, **marking** of the **Hub-Nut** relative position and its **removal**(Required min.450ft-lb air impact wrench or 6ft "cheater" pipe) as well as **Wheel-Nuts** loosening help during dis/reassembly.
- **Two** jack-stands under Engine-Mount-Cross-member facilitate **Wheel** removal and disassembly(*Clearance is required for a Floor-Jack & A-Arm, hanging approximately 70deg from the horizontal.*).
- Removed **Knuckle**(calipers tied to GMC frame) & **Stabilizer-bar** disconnected from A-Arm also help getting to the bushings(7\$ "U" Pitman arm puller, with hacksaw widened opening, pushes out any ball-joint except UPR A-arm which requires crow bar. Previously greased UPR b-joint shaft requires no hammer, strike bar or helper.).
- Floor-Jack eases A-Arm lifting during **Shock Absorber** removal and Torsion Bar **unloading**(*Stuck F-Jack requires helper.*).
- Removing a **Brace**, connecting Engine-Mount-Cross-member with Side Rail, provides more work room.
- Removing Torsion-bar **Bolt & Adjuster-nut**(A-Arm push required.) completely unloads the bar and helps in A-Arm **Bolts'** removal.
- **A-Arm** pulling leaves torsion bar hanging on the cross-member.
- An air impact wrench and bushing tool, similar to the one shown, help during bushings' removal (**a.** Front brake caliper piston, **b.** 120-180deg pipe segment for A-Arm-flange spacer, **c.** stock aluminum bars for pushers, **d.** long bolt with washers & nut .).
- Note: Greasing the torsion bar & ball joints' shaft eases future disassembly. Torqueing A-Arm bolts after GMC leveling minimizes bushing's distortion. Wheel alignment check, after removal of drastically distorted bushings, increases tire life. Hub-nut torqueing, in attempt to eliminate bearing "slap" on corrosion frozen bearings(not lately serviced), distorts drive shaft's outer race and hub-nut-washer. The max. bolt preload is reached at much lower torque values for lubricated than dry threads.

