

(Fig. 1)

1. Remove your factory centerlink and idler arm from your car as one unit. This would also be a good time to replace your worn tie-rod ends and pitman arm.



(Fig. 2)

CPP stocks complete front end parts to assist you in your rebuild. If your centerlink or idler arm is worn or missing from your car, CPP carries new replacement items:

**Idler Arm:** part #5557IA and  
**Centerlink:** part #5557CL (Fig. 1 & 2).

2. Disassemble the idler arm from the centerlink. You will need to press out the factory rubber bushings from the centerlink and idler arm (Fig. 3). If a press is not available, a bench vise with a couple sockets will work.



(Fig. 3)



(Fig. 4)

3. Install the new CPP bushings into the centerlink (Fig. 4). Press them in until they are flush as shown in figure 5. Turn the centerlink over and install the second bushing in the same way. Install the bushings in the idler arm in the same way as the centerlink (Fig. 6).



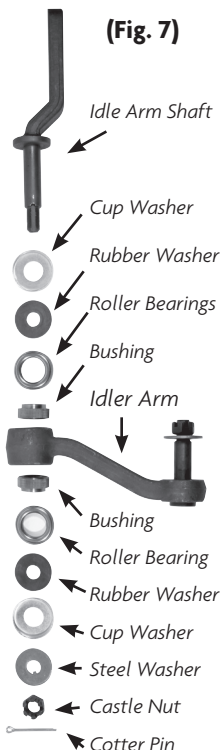
(Fig. 5)



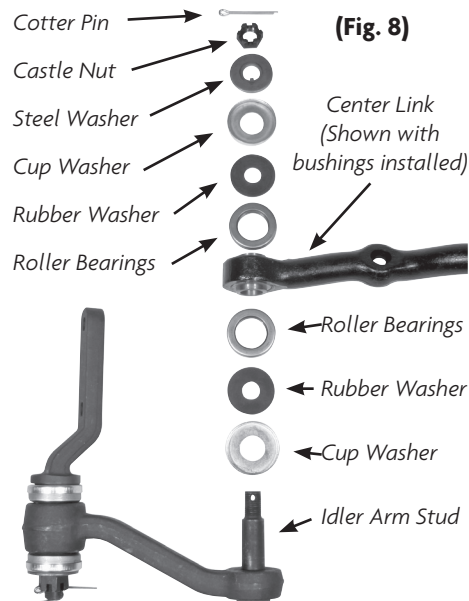
(Fig. 6)

4. Be sure to pack good wheel bearing grease in the four roller bearings provided in the kit.

5. Install the hardware on the idler arm as shown in figure 7. On the idler arm shaft, install the cup washer, the rubber gasket then the roller bearing. Then insert the idler arm shaft through the idler arm.



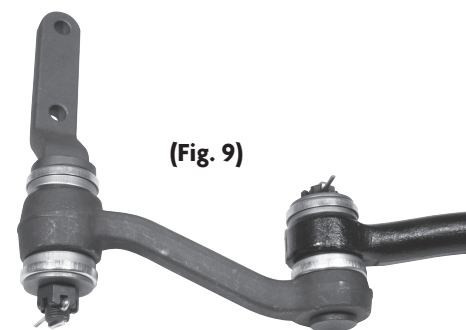
(Fig. 7)



(Fig. 8)

Do the same with the centerlink as shown in figure 8. On the idler arm stud, install the cup washer, rubber gasket and then the roller bearing. Slide the centerlink on and then the roller bearing, rubber gasket and cup washer.

6. Install the flat washer and castle nut on the idler arm. Torque the castle nut 10-14 ft/lbs then install the cotter pin.



(Fig. 9)

7. The idler arm and centerlink are now ready to be reinstalled on your car (Fig 9).