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GVW-251-407-077

GoWesty Upper Control Arm Bushing

INSTALLATION

1. Remove upper control arm (UCA). Refer to workshop manual.
Note: When removing long through-bolt, note orientation of flat portion on bolt and on eccentric washers and install in the same orientation.
2. Measure the thickness of your eccentric washers (VW made them in different thicknesses). They need to be 4.0mm thick. If they're not, you need to purchase some of our stainless steel eccentric washers (P/N: GVW-251-407-133A).
3. Press out current bushings from UCA.
Note: There is a spot weld on most 2WD UCAs—carefully grind off the welds if present.
4. Clean inner bores of UCA and then press in outer sleeves [Fig 1]. Fit should be snug. If it is loose, it indicates a problem with your UCA that cannot be fixed—**arm must be replaced**.
Note: We offer good used UCAs if you need one.
5. Slip in bushing and inner sleeve (do NOT use lube) [Fig 1].
6. Reinstall control arm on van using 4.0mm thick eccentric washers and tighten to 54 ft-lbs. There should be a small amount of pre-load (UCA getting squeezed together) as you tighten the bolt).
7. Check for gap [Fig 2]. There should be no gap present or any noticeable fore/aft movement of the UCA. **If no gap or movement is present, skip the next step.**
8. If there is a gap present or noticeable movement, there is an issue with your UCA, but you do not necessarily have to replace it. Rather, you can try and spread it to correct the problem. The 2WD UCA is relatively easy to spread using a small bottle jack, scissor jack, or an assembly of all-thread, large washers and bolts. Open up by the UCA between 0.5-1.5cm (3/16"-5/8") and let it relax, measuring the width before and after until the relaxed dimension is a little more than the gap or play you observed (that you are trying to correct).
Note: Do not spread the arm more than 1.5cm (5/8"). If more than this amount is needed to correct this problem, **replace the arm**.
9. Reassemble front suspension.
Note: Your vehicle will need a four-wheel alignment after installation. If you need to drive the vehicle to the alignment shop, we recommend setting the toe-adjustment to roughly 0 before driving the vehicle any distance, or tire damage can occur.

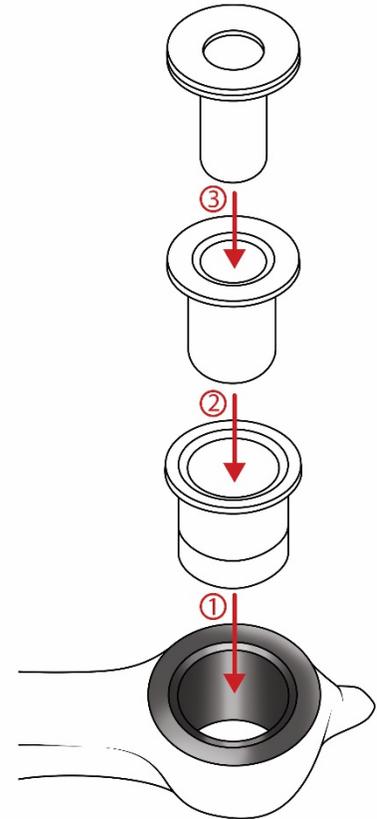


Figure 1: Bushing Install Order

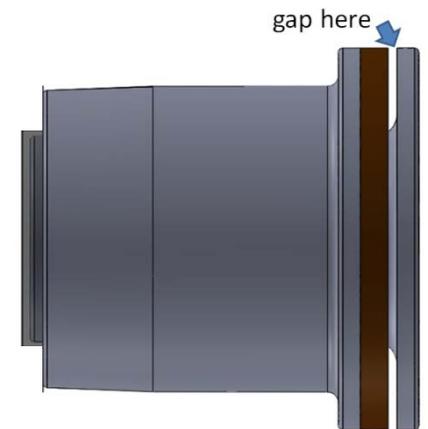


Figure 2: 2WD arms that are too narrow will exhibit a gap between the inner sleeve and bushing when installed.