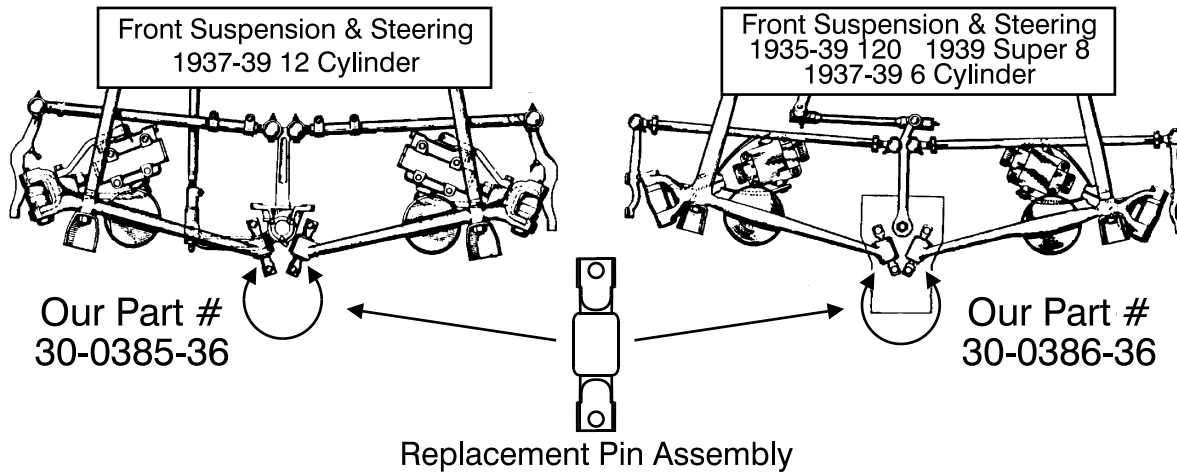


30-0385-36 & 30-0386-36



Installation Notes For Pin and Bushing Assembly Front Suspension Lower Support Arm, Inner.



ATTENTION! SAFETY HAZARD!

Before beginning the operation of removing and replacing any or all of the front end bushings which require unloading the coil springs, **READ & UNDERSTAND** this instruction sheet, provided through the courtesy of a Packard owner who has been through this operation. Loading and unloading front coil springs is always dangerous. **USE EVERY CAUTION!** The only safe way to disarm the extremely powerful coil springs used on the Packard "Safety Flex" is to use the cars weight to unload and reload them. Remember, normal front end shop methods (coil spring compressor) are dangerous with this type of design. Below is a suggested method of disarming your Packard's front end. Attempting this job is your own responsibility.

- 1.** Jack up the front end of the car. Remove front wheels and brake backing plates.
- 2.** Gently lower front end until the lower suspension arms are supporting the weight of the car. A couple of short 4 x 4's or even 6 x 6's should be placed under the lower arm just inboard of the lower outer bushings. The upper outer control arm pin now has no pressure on it and can now be safely removed. This pin is nothing more than a big bolt with a nut on the end of it. Be sure to use conventional neutralizing techniques when reinstalling. If you haven't enough familiarity with suspension techniques to know what this means, do not attempt this job until you have reviewed it in your Packard shop manual. Once the nut is off, the bolt will slip out or can be driven out if it is very rusty.
- 3.** Remove the four bolts/nuts that hold the inner control arm pins to the front crossmember. When the suspension is at working riding height there is practically no side loading on the inner control arm pins - all of the force is vertical. A good rap on the end of the bolts with a drift should punch these bolts out.

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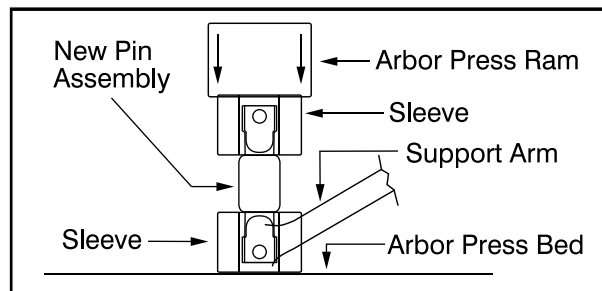
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4. Slowly jack the entire car back up in the air. Remember this is an extremely heavy automobile. A well braced wheel-equipped floor jack of at least 4000 lbs. capacity should be used. As the car rises past the point where the upper shockarm would otherwise be restrained by the rubber limit bumpers, the springs will start to unload. As they unload, the lower inner arm ends will start to slide outward from their normal position.

DANGER!

When the front springs are completely unloaded, they often can be removed by hand. However, some cars may have been equipped at the factory or by the dealers at some point with "export" or higher-than-standard-rate coil springs. If so, there still may be several hundred pounds of downward pressure on the lower control arm inner ends as they reach the outer portion of the front crossmember bottom plate. Be prepared by having a soft block of wood under them, not your fingers or your head! They will only want to jump out about a half an inch, but until they completely unload they will be under heavy pressure. When re-installing, you may need an additional floor jack to get under the inner end of the lower control arm in order to safely lift it and slide it back into its position in the front crossmember outer edge. Once there, the inner ends of the arms will automatically slide to their correct positions as the car is lowered and the front coil springs rearmed.

5. The last thing to do before the spring is unloaded and out of the car is to unbolt the rear torque arm ball mount and slide the entire suspension group out from the car.
6. The actual pressing out of the old bushings and pressing in of the new bushings should be done by qualified press operators on appropriate heavy presses. Do not attempt to do this by hand, hammer, vise etc. See illustration and notes below for this operation.



These cartridge type assemblies (30-0385-36 & 30-0386-36) are made carefully to the original size, so they must be pressed back into the inner end of the support arm. To accomplish this, an arbor press is preferable. Use sleeves of appropriate size (see illustration above) to exert the pressure on the outer shell rather than against the end of the pin. Do not press on the end of the pin because it would be apt to force its way out of the rubber and sleeve. Above all, do not try to reinstall the pin assembly by driving on the end of the pin with a hammer. We can not be responsible for the results as you will possibly drive the pin out or at least distort the bolt holes which would indeed make the part useless.

If the passage through the support arm is clean and you use a bit of oil or grease in the bore, the new cartridge will pass into place without damage. The center pin can be rotated axially with a

7. INSTALLATION/RE-ASSEMBLY

The first thing you do is get the rear torque arm balls securely bolted in (using new Steele Rubber torque arm balls) to keep the system properly aligned as you re-install it. Carefully, just work backward from step 4 to step 1 lowering the car and starting the re-arming of the front coil springs - Only after you are certain the inner ends of the lower control arms are safely tucked into the bottom of the front crossmember. As the car comes down, the ends of the inner pins will automatically move close to their correct positions where they can be aligned with a drift pin and then bolted.