

# PART #2872 1955-57 Idler Arm Bearing Kit

## Instruction Sheet Master

Revised 5/2018



### Tools Needed

Floor Jack  
Jack Stands  
Lug Wrench  
Needle Nose Pliers  
5/8" Wrench or Socket  
3/4" Wrench or Socket  
9/16" Wrench or Socket  
1-1/16" Socket  
Pickle Fork/Tie Rod Splitter  
Ball Peen Hammer (Medium)  
Large Flat Head Screwdriver  
Channel Lock Pliers  
Bench Vise or Press  
Torque Wrench  
Handful of Rags  
Degreaser  
Wheel Bearing Grease

### Parts List

#2872 – Idler Arm Bearing Kit  
#522, #523 or #524  
– Shop Manual

### Optional

#054 – Outer Tie Rod End  
#055 – Inner Tie Rod End  
#056 – Tie Rod Adjustment Sleeve  
#057 – Center Link Repair Kit (except power steering)  
#10164 – Steering Connecting Rod Dust Cover

### Removal from Car

The end result of the first procedure is going to be to remove the idler arm bracket, idler arm and drag link from the car as a whole. You could remove each piece one at a time, but since the new bushings in the kit will need to be pressed into the idler arm and drag link using a vise or press, we feel this is the easiest and cleanest way to do the job. Safety first, since your car is going to be up in the air for a couple of hours, please do not attempt this job without the assistance of a couple of good jack stands. If your car has power steering you will need to get a shop manual (#522-524) for extra instruction. Let's get started.

1.) Raise the front end of the car and secure with jack stands.

2.) Remove both front tires.

3.) Remove both inner tie rods by removing the cotter pins with your needle nose pliers, and then remove the castle nuts with your 5/8" wrench or socket.

4.) Insert the pickle fork between the drag link and the inner tie rods and tap with the ball peen hammer to separate.

5.) Using a wrench or ratchet, remove the two bolts that secure the idler arm bracket to the frame.

6.) Remove the drag link from the pitman arm, located on the driver's side, by first removing the cotter pin with the needle nose pliers then unscrew the end plug. Once the



REMOVAL - STEP 4

end plug is out you remove the spring (see shop manual #522, #523 or #524 for illustration) and simply move the whole assembly back and forth to break the pitman arm free. If you have difficulty separating the drag link from the pitman arm refer to the shop manual for a more detailed disassembly procedure. At this time you should check the inner and outer tie rods (#054 & #055) for replacement and the tie rod adjustment sleeve (#056).

7.) After the pitman arm is free, the idler arm, bracket and drag link should drop right out. Take the whole assembly and place it in your work area.



REMOVAL - STEP 6

8.) Before moving onto the bench work, since you are already a little dirty at this point, you should take this opportunity to clean the tie rods and anything else that is now more easily accessible.

### Bench Work

1.) Using needle nose pliers, remove the cotter pins from the idler arm and bracket.

2.) Remove both castle nuts using a 3/4" wrench or socket.

3.) Using channel locks, remove both cup washers.

4.) Using the ball peen hammer, tap out the idler arm assembly.

5.) Remove the old bearings or bushings from the idler arm and drag link with a press. Note: If your kit has been changed over the years, there may be some extra sleeves added. Remove them entirely, your car should not require them.

6.) Thoroughly clean all parts with a good degreaser.

7.) Now it's time to install the new bearing kit. Using a vise, press one bushing into the idler arm until the bottom shoulder is flush with the top of the idler arm.

8.) Place a socket that is larger than the bushing but hits the idler arm on the side that you pressed the first bushing into (a 1-1/16" worked for us). Now press the second bushing in the same way. The socket will allow you to press the second bushing in without moving the first bushing.

9.) Repeat steps 7 and 8 on the drag link with the two remaining bushings.

10.) Pack all four bearings with grease (be sure to use a good wheel bearing grease).

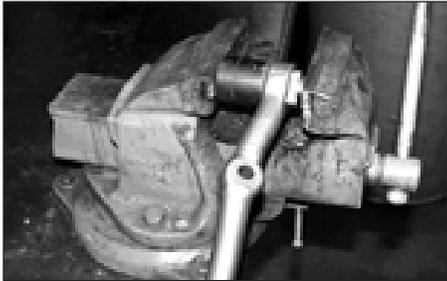


BENCH WORK - STEP 7

11.) On idler arm, install the cup washer, then the rubber gasket, then the bearing. When that is complete, insert the idler arm shaft through the drag link.

12.) Now install, in this order, the bearing, rubber gasket, cup washer and then the flat washer.

13.) Now torque the castle nut to 10-14 ft/lbs.



BENCH WORK - STEP 8

14.) Install and bend over the cotter pin.

15.) Install washers and bearings on idler arm bracket in the same fashion. Now is the time, if needed, to replace the center link repair kit (#057). When that is done it should be ready to go back into the car.

## Car Installation

1.) Reinstall the Idler arm bracket to the frame.

2.) Reinstall the drag link to the pitman arm. If your car is equipped with power steering it is recommended that you refer to the shop manual during this procedure, as the job is much more involved.



BENCH WORK - STEP 10

3.) Reinstall the inner tie rods on the drag link.

4.) Test steering and check for proper re-



BENCH WORK - STEP 12

covery and wheel alignment. If adjustment is needed, once again, refer to the shop manual for adjustment procedure.



BENCH WORK - STEP 13

5.) Mount the tires, lower the car, fire it up, put it in gear and have a great day.



CAR INSTALLATION - STEP 1

