



# INSTALLATION INSTRUCTIONS



**COMPONENT: CADDY IDLER ARM REBUILD KIT**  
**PART #: 60620**

PARTS LIST:			
ITEM #	PART #	QTY	ITEM DESCRIPTION
1	UNI: 30060	2	THRUST WASHER: 1" ID
2	UNI: 30061	2	1" ID STEEL BACKED TEFLON
3	UNI: 30065	2	ROLLER BEARING: 5/8" DOUBLE SEALED

## REQUIRED TOOLS

- Anti-Sieze
- Grease
- Dead blow hammer
- Snap-ring pliers
- 1 1/8" Wrench
- 1 1/8" Socket
- Bench vise (not mandatory but helpful)

## STEP 1

Apply a small amount of anti-seize inside the long pivot of the idler arm then press both PTFE lined bushings in, one from the top and one from the bottom. Press them in until they are flush with the pivot.



**STEP 2**

Using a PTFE compatible grease, apply grease to the inside of the bushings.

**STEP 3**

Install the inner sleeve into the PTFE bushings. When doing this it is likely that the inner sleeve will remove a slight amount of the bushing material; this is perfectly fine, do not be alarmed. When the sleeve pushes through the opposite side of the arm, you can discard the material & excess grease that was pushed through.



#### **STEP 4**

With the inner sleeve protruding from one side and being flush with the other, apply grease to both ends.



#### **STEP 5**

Position the oil embedded thrust washers on each end so that when pressed (using either a vise, press or even a dead blow hammer if you're careful) the inner sleeve will penetrate through both washers and be flush on both ends.





**STEP 5 CONTINUED...****STEP 6**

With the long pivot completed, apply a layer of anti-sieze inside the bearing cup



## STEP 7

Using a vise, press or hammer, insert one of the new bearings into the cup. Once flush, place the second bearing atop the first one and press it in. This will force the first bearing further in and the second will now be flush. Then use a socket as a press tool to press both bearings to the shoulder at the bottom of the cup. When using a socket for bearing installation, ensure the face of the socket is pressing on the outer race of the bearing.



## STEP 8

With the bearings seated, install the snap ring.



### **STEP 8 CONTINUED...**

Ensure that the snap-ring is fully expanded in the ring channel.



### **STEP 9**

Apply grease to the outsides of the thrust washers and use a dead blow hammer to tap the idler arm into the bracket. Be careful to not damage the thrust washers.





## STEP 10

Insert the  $\frac{3}{4}$ " bolt through the bracket tabs and idler arm pivot, then apply anti-seize to the threads of the bolt as this will make tightening the c-lock nut easier.



## STEP 11

The reason Total Chaos uses a locking nut is because to achieve the proper tension on the pivot bushings, inner sleeve, and thrust washers, the bolt will not be at a pre-determined torque. The locking nut allows the correct tension to remain the same without fear of backing off and coming loose.

Proper tension is based on feel. The idler arm should be movable in the bracket by hand, but not so much that it will swing freely. It should take both hands to be able to pivot the arm in the bracket. If the bolt is too loose, the slop in the bolt and pivot assembly will allow the arm to move too freely and cause premature wear on the freshly installed parts. If the bolt is too tight this can also cause premature wear and will result in a heavy steering feel. The steering wheel will "stick" to one position when turned hampering the wheels ability to return to center while being driven.







**FOR INSTALL QUESTIONS OR CUSTOMER SERVICE INQUIRIES:**

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