
G00-AUH-KE1-CABHS 1984-1987 BUICK TURBO REGAL Stainless A-arm Bushing Heat Shield

THE PURPOSE:

This custom stainless heat shield is to prevent the heat from the passenger side header or a stock/modified down pipe from ruining the passenger side rear control arm bushing. This occurs over a matter of time due to the closeness to the bushing.



THE KIT INCLUDES:

Directions, one (1) stainless heat shield, one (1) stainless star washer and one (1) stainless jam nut.

DIRECTIONS:

Before beginning the installation, be sure to have a 15/16th open end wrench. A floor jack and jack stand is also needed. This type of wrench (open end) is needed to tighten the stainless heat shield to the back of the factory nut currently securing the control arm end rod.

Be sure the engine is cooled down and the car is sitting on a level, paved surface. Block the rear wheels so the car will not move when jacking it up. Before jacking, start the car and turn the wheel to the left as far as possible. This will give you ample room to put the stainless heat shield in the gap behind the wheel. Using a floor jack, carefully jack up the passenger side just behind the front wheel on the frame.

NOTE: It is important that the front passenger wheel is not touching the ground as that space is needed in order to have room to install the stainless heat shield. It is best to keep the floor jack snug in position as a further precaution. Under no circumstances should you get under the car!

Once the car has been properly secured on the jack stand, you should clearly see the exposed upper control arm bushing and the factory nut that secures the upper control arm bushing. When looking at the rear of the control arm, you'll notice how close the header is to that A arm bushing.

Regardless of what size diameter down pipe is installed on your car, as long as the steering wheel is turned to the far left, there should be ample space to manually position the stainless heat shield over the stud on the back of the upper A-control arm stud.

Under NO circumstances should you remove the 15/16th nut from the upper control arm! There are enough threads to secure this stainless heat shield using the star washer and the jam nut provided in this kit. Make sure the few exposed threads after the factory nut are clean and free of dirt making it easy to start by hand the star washer and the supplied jam nut.

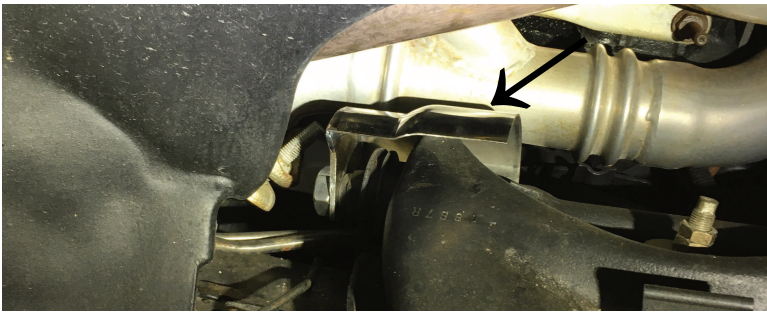


Photo showing position of installed stainless heat shield

Before you securely tighten the supplied jam nut using the 15/16th open end wrench, carefully hold the heat shield so it is not binding or hitting anything. You want to turn the shield so it offers the most protection to the control arm bushing in relation to the factory header. As you tighten the jam nut, hold the heat shield in position so it does not move!

In some applications, you may need to remove the stainless heat shield and grind the front and back edge of the heat shield so it gives you more clearance with the control arm bracket.

Once you have it secured, firmly jack up the car slightly to free up the jack stand. Gently let the floor jack down so the raised front tire is back on the ground.

You have now provided protection for the A arm bushing from the heat of the factory header and down pipe.

Note: This stainless heat shield is based on what Pontiac did on the 1967 GTOs that had the upgraded factory cast iron ram air exhaust manifolds. They made a stainless shield for the starter solenoid. The header was extremely close to the starter solenoid.

