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Instructions for GU38001-38009, Greasable Rear Suspension Bushings

GM Trucks from '67-87 (and up to '91 for Blazers, Suburbans and 1 ton Crew Cabs) used one of four different bushings sizes in the springs and shackles: 1 3/8", 1 1/2", 1 3/4" and a metric size that is approximately 1.7".

1/2 tons (and some 3/4 ton pickups and Suburbans) typically use 52" long rear springs with 1 1/2" bushings at each spring eye. Some, but not all, later springs (~88-91) use metric spring eyes.

Most 3/4 and all 1 ton trucks (and some 1/2 and 3/4 ton Suburbans) use 56" long rear springs that typically have 1 3/4" bushings at the front eye and 1 1/2" bushings at the rear eye. Some 56" rear springs use 1 3/4" bushings at both springs eyes and some, but not all, later (~'88-91) springs sometimes use metric spring eyes.

Most '80 and older shackle bushings are 1 1/2". Most '81 and newer 1/2 ton trucks, Blazers and Suburbans use 1 3/8" shackle bushings. From '81 and up the 3/4 and 1 ton trucks typically use 1 1/2" shackle bushings.

It's always best to check exactly which bushings you will need, GM wasn't totally consistent with which bushings were used. All bushing measurements are made with the factory metal sleeve removed from the spring eye.

1 3/8" bushings part number ORDB8005

1 1/2" bushings part number ORDB8002

1 3/4" bushings part number ORDB8004

~1.7" metric bushings part number ORDB8003

These instructions assume you have the springs and/or shackles removed from the truck. For instructions on how to do that, consult a service manual.

You will most likely need to remove a rubber bushing from the eye of the leaf spring. The rubber bushing assembly consists of three parts, an inner sleeve, the rubber bushing itself and a thin outer metal sleeve:



There are a couple different methods to remove the bushings. One is to use a small (~1/8" drill bit) and drill out as much of the rubber bushing as you can, then drive the inner sleeve out. The other common option for removing the bushings is to burn them out, **be aware that molten rubber may be involved so wear all necessary safety gear!** If you're using a torch, heat the inside of the metal sleeve until the rubber starts to bubble and knock the sleeve out. Once the sleeve is out you can pry the rubber bushing out of the spring eye, pictured below are the sleeve and rubber bushing:



At that point you can use a hand saw, sawzall or file to remove the outer sleeve, it's easiest to cut

the sleeve at the gap at one end of the spring eye so you don't cut into the spring:



These are the three parts that you should have removed:



Once the rubber bushing assembly is out of the spring and shackle eyes you should be ready to put our bushings in. You will install two bushings halves, one sleeve and one greasable bolt into each spring eye:



Clean the spring eye and make sure that you have removed the outer metal sleeve, all that should

be left is the spring or shackle eye itself.

You should use grease on the inside and outside of the bushings to prevent corrosion, grease the sleeve and bolt prior to installation. If some extra effort is necessary, make sure to use a soft hammer. Torque the nuts to 75 ft. lbs.

Once everything is installed you can go ahead and grease everything. **Make sure to use a needle style grease gun fitting, the snap on styles can pull out or break the zerks!** If you find that some of the bolts won't take grease, try turning them 180 degrees and they should take grease. Any good grade chassis grease will work well.

If you have any questions, feel free to call us at 970-945-7777, and we'll be happy to help you out!