BAC Roller Bearing Idler Arm

Replaces the original Mopar idler arm. Fitted with high-load Torrington bearings and Delrin bushings.

Shop: A/B/E-Body Roller Bearing Idler Arm | A-Body Linkage Kit | B/E-Body Linkage Kit

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BEFORE YOU START

- Read this guide all the way through before you start, and keep it open while you work.
- Support the car on a lift or on jack stands rated for its weight. Never work under a car held up only by a jack.
- Wear eye protection and gloves, and use the right tools for each fastener.
- After any steering or suspension work, have the alignment checked before you drive at speed.

Questions during your install? Call Bergman Auto Craft.

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Instructions written by Bergman Auto Craft. Guide compiled by Bergman Auto Craft, November 2026.

INSTALLATION STEPS

Installing the idler arm

1. Your new idler arm is designed to replace your original. It has been fitted with high-load Torrington bearings and Delrin bushings.
2. Be sure to clean up any damaged areas inside the K-frame socket.
3. Each Torrington bearing was oiled during assembly. A dab of wheel bearing grease will ensure long life.
4. A plain nut is supplied for shipping purposes. It keeps the bearings and shims in place.
5. Tighten the supplied lock nut enough to snug the arm and remove any vertical play. **Do not over-tighten the arm, as it will cause binding.**
6. Some idler arms have a grease fitting in the side of the joint. Use the zerk fitting to grease the joint, then remove it and plug the hole, or wipe RTV over the hole, before you install the arm. Otherwise the fitting can interfere with the inner tie rod end.

QUESTIONS? WE ARE HERE TO HELP

Please do not hesitate to call with any questions. Call or text 516-384-6438.