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(Always refer to the current catalogue for complete application listings)

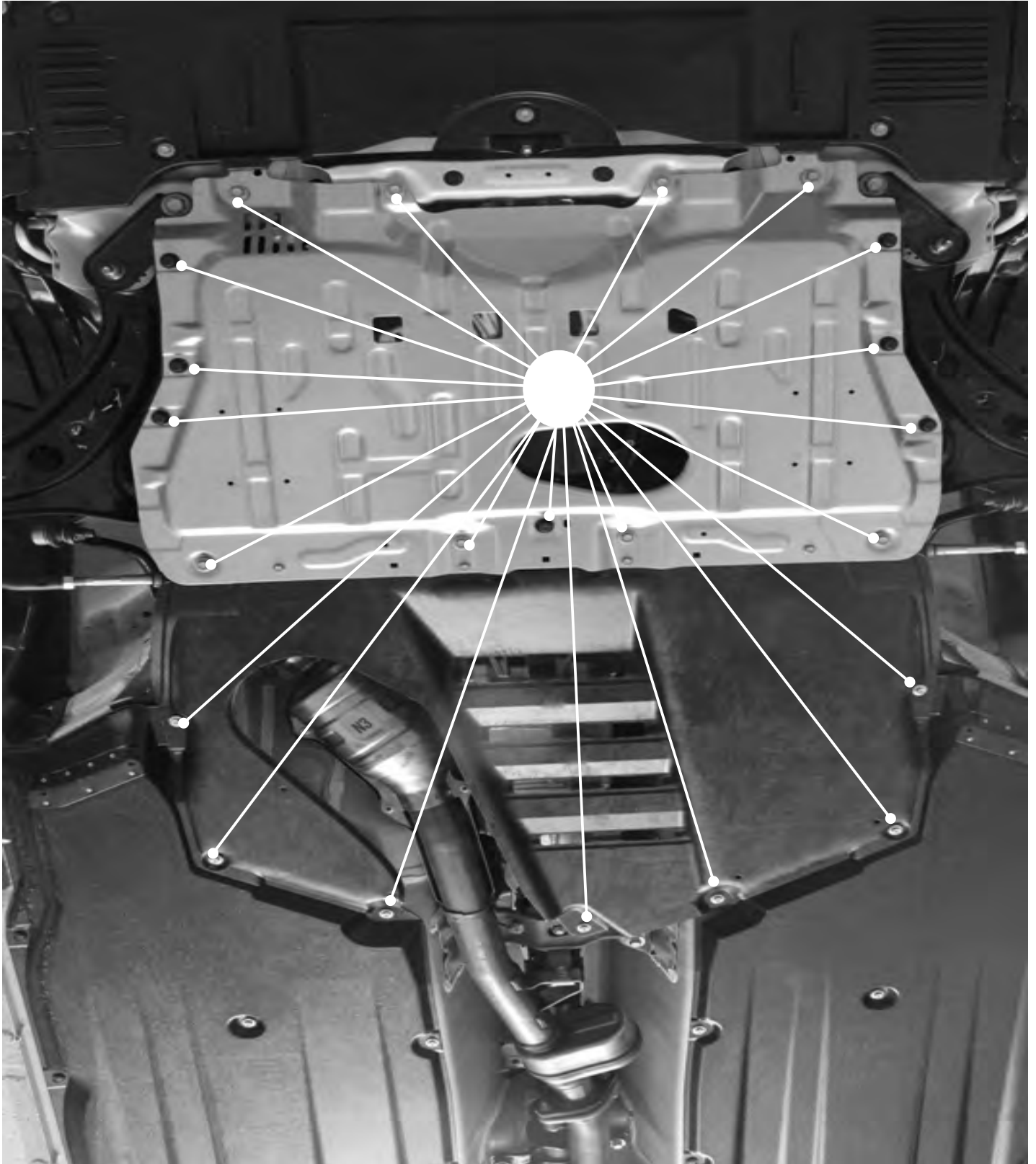
Before Commencing

Please be aware that the need will arise to press the OEM bushing out of the control arm and install the supplied steel case bushing. This will require the use of steel press tooling & a press to achieve this and a certain level of expertise will be required to perform this task.

The supplied instruction sheet is to be used as an additional guidance tool to the workshop manual and aid in simplifying the bushing installation process.

FIGURE 1

✍️ Raise the front of the vehicle and support on chassis stands. Following the guide below remove the under tray clips and bolts.



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FIGURE 2

Remove the front lower control arm ball joint split pin and loosen the locking nut. To release the ball joint taper from the cast wheel hub use a suitable ball joint puller or alternatively use a copper faced hammer and strike the face of the wheel hub to release the taper by impact force.

Note! Please ensure that you do not strike the face of the ball joint thread as damage may occur. It is good practice to leave the locking nut part threaded onto the ball joint stud so as to reduce the risk of damage occurring. Strike the wheel hub as indicated below.



FIGURE 3

Remove the front lower control front retaining plate & rear eye bolt as indicated below. Remove the complete arm from the vehicle.



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FIGURE 4

Mount the control arm in the press upside down using suitable press tools and press the bushing out of the arm.

Note!: Ensure the arm is mounted upside down in the press. This will eliminate any distortion or damage to the arm during the removal process.



FIGURE 5

Turn the arm over and press the supplied bushing in from the (Topside)

Note!: Ensure that the supplied bushing is pressed into the arm on the steel flange face and not on the synthetic elastometre otherwise in field service of the bushing may be compromised and premature failure of the bushing may occur.



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FIGURE 6

Orientation of the supplied bushing showing installation into the left hand lower control arm. Ensure flange face is fully seated up against steel arm face.



FIGURE 7

Lubricate the inner bushing bore and flange faces with the supplied grease and install the supplied steel pin into the main bushing. Lubricate the bore of the supplied smaller bushings and flange faces and stretch fit the bushing over the ends of the steel tube as depicted in the image below.



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FIGURE 8

Re-install the arm into the vehicle and re-fit fasteners and torque to manufacturers specifications or alternatively use the torque settings indicated below.

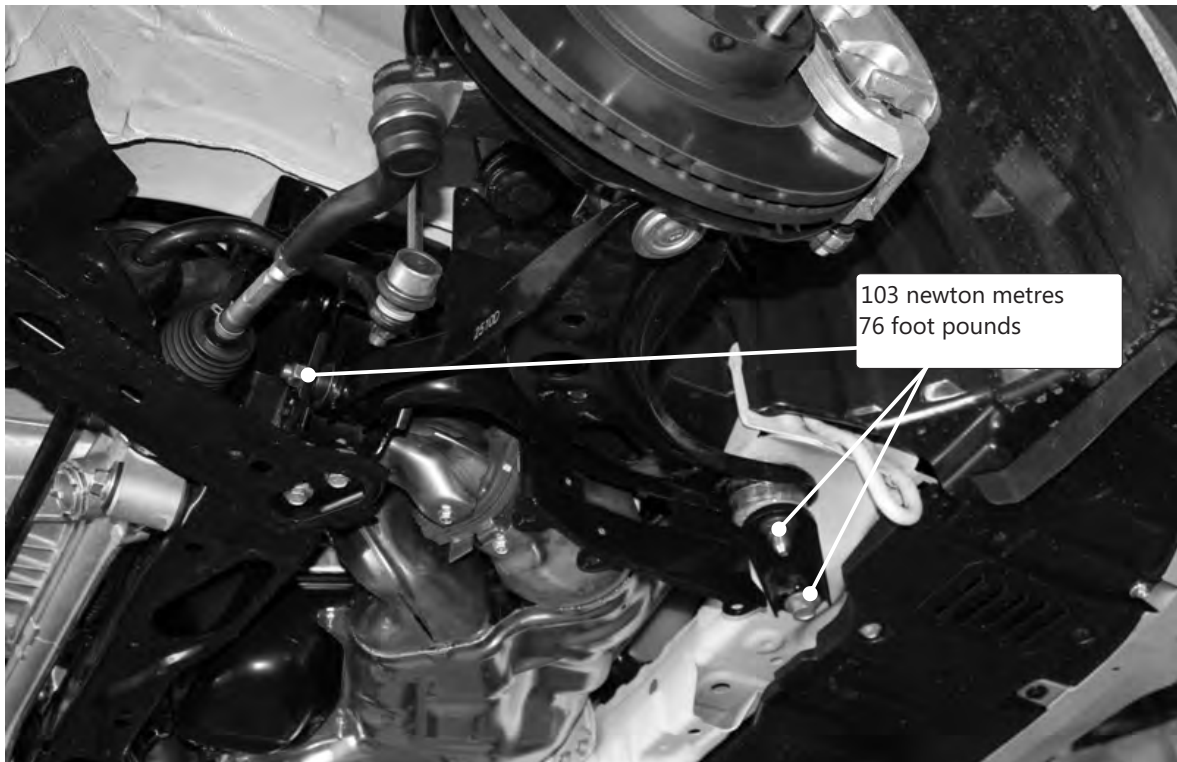


FIGURE 9

Torque the ball joint retaining nut & re-fit the split pin. Re-install the under tray and drive the vehicle to settle the suspension back to pre installed ride height.

Note!: Due to the alignment geometry changing from the installation of the bushing it is recommended that a wheel alignment be carried out immediately to eliminate any abnormal tyre wear. Re-torque all arm bolts.

