

# POWERFLEX®

## PART NUMBER

# PFF57-502G

## DESCRIPTION

## Track Control Arm Outer Bush Caster Adjustable

## INSTALLATION GUIDE

### Contents (parts per pack):

2 x Polyurethane Bushes    2 x Stainless Steel Sleeves  
1 x PTFE/Silicone Grease

Please read the complete fitting instructions and check package components before fitment. These fitting instructions are to be used as a guide and in conjunction with workshop manual.

It is recommended that:

- all work to be carried out by a licensed technician;
- all safety precautions adhered to;
- wheel alignment to be checked and adjusted as required after any suspension work.
- All fasteners must be tightened to manufacturer's torque settings.

### Fitting Instructions:

1. Loosen and remove vertical bolt from outer bush on the OEM arm on the car, and slide control arm link away from bush.
2. Loosen and remove the horizontal bolt from the inner bush on the OEM arm, and drop the arm down to hang from the ball joint.
3. With the increased room to work, the ball joint nut will be accessible. Loosen this with a spanner and torx bit, and it may then need to be pushed out with a ball-joint separator.
4. Press out the original rubber bush including its outer shell.
5. Clean the bore ensuring to remove any dirt/corrosion from the bore.
6. Press in the Polyurethane bush into the bore, using some washing up liquid to ease fitment.
7. Apply some of the supplied grease to the bore of the bush.
8. Insert the stainless steel sleeve into the bore of the bush for maximum caster orientate the offset bore of the sleeve in the orientation shown in figure 4.
9. Slide the end of the control arm link over the outer bush on the arm, and slide the bolt through to hold it in place.
10. Push inner bush of the arm into the mounting point on the subframe, and slide bolt through to hold it in place. The arm may need a few taps with a soft hammer to sit in place.
11. Tighten both bolts on the arm to manufacturers recommended torque settings.



Figure 4 - Maximum Caster



Figure 1 - Remove the outer bush bolt securing control arm link to arm



Figure 2 - Remove the inner bush bolt



Figure 3 - Drop the arm down to access the Ball joint