

FITTING INSTRUCTIONS

Product description:

PFF69-102G - FRONT ARM, REAR BUSH - CASTER ADJUST

This product is designed to replace front control arm-rear bush, and is engineered to provide;

- => CASTER adjustment, adjustment range +/-0.33 deg
- => low compliance polyurethane bush design for maximum performance

Contents (parts per pack):

- 2 x bushes
- 2 x centre metal sleeves
- 1 x 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 licenced technician;
- all safety precautions are adhered to;
- wheel alignment to be checked and adjusted after any suspension work.

All fasteners must be tensioned to manufacturer's torque settings.

Fitting Instructions:

1. Remove front lower control arm-rear mounts from the car, and discard the original front and rear thrust rubber washer (Poweflex bushes are designed with a full contact thrust bearing surface). Retain and reuse original rear metal washers and nuts.
2. Using a workshop press with suitable adaptors, carefully press out original bushes from the original aluminium mounts. Clean bore of any burrs or dirt.
3. With the bush off-set rotated to obtain the desired outcome, using suitable adaptors **pressing on the metal shell only**, carefully press in new Powerflex bushes into the original aluminium mounts, so that the metal shell is fully engaged in the mount as shown in fig. 2.
Tip: For maximum vehicle stability, roadholding and performance, Powerflex recommends to install the bush for maximum positive caster off-set. Refer fig. 3.
To maintain suspension and geometry symmetry, new bushes must be installed with the off-set in the same mirror position. That is, when viewing from the rear of the car, right set at 3 o'clock /left set at 9 o'clock.
4. Liberally lubricate the bore of the new bush with grease supplier and press new metal sleeve inside the bush, ensuring that the tapered end of the sleeve hole is facing forward towards the control arm.
5. Refit refurbished control arm mounts to car.
6. Tighten all hardware to manufacturer's original torque settings.
7. Test drive the vehicle, and perform full wheel alignment check and adjustment.

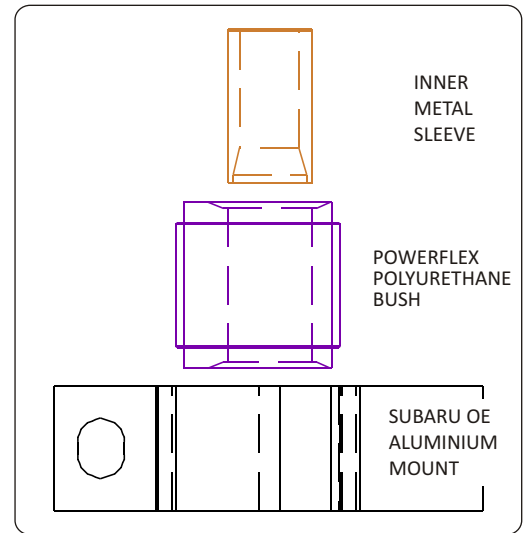


Fig 1. Exploded view.

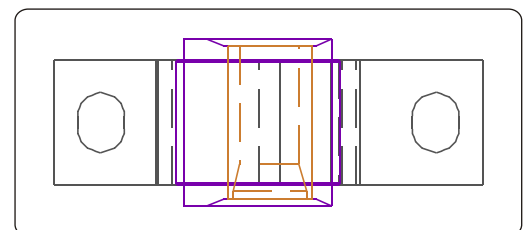


Fig 2. Assembled view.

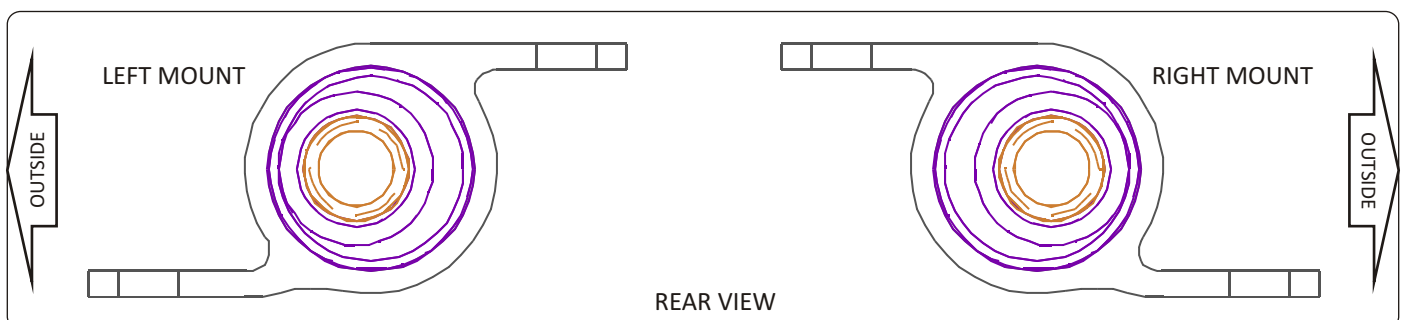


Fig 3. Maximum positive caster setting.