



Control Arm Bushing Kit

- Put the car on jack stands or lift.
- Remove control arms.
- For lower control arms that utilize an eccentric bolt, use a chisel to knock off the washer plates.
- All of the bushings can be pressed out using a press and/or vice.
 - You will need to get creative on your press fixtures

Press Method for removing bushings:

- The pivot pins in the upper control arm bushings can be easily removed with a vice. Use the vice to grip the ear of the pin. Pull on the control arm while rotating, the bushing will pull out.
- If the press method doesn't work on a particular bushing you can try the torch method.

Torch method for removing bushings:

- Using a torch, heat the inner sleeves until the bushing begins to bubble and smoke. Push the inner sleeve out. Pry the bushing out while it is still hot. Bushings and sleeves stay hot for a long time so don't burn yourself!

Installation:

Test fit bushing and sleeve to check fitment. If it seems the bushing is too long then you may have control arms that have smaller bores. This causes the bushings to grow in length. For the hat bushings you can remove material from the bushing on the inside face which will keep the bushings from touching each other when pressed into the control arm.

- Press the new polyurethane bushings into the control arms.
 - You may find it helpful to lube the bushings. Use a lube that will dry and leave no residue. A mixture of water and rubbing alcohol works well.
 - You don't want to have oil or grease between the control arm and bushing.
- Lube the inside of the bushing. Try to fill the grooves.
- Lube the outside of the sleeve or pin where it makes contact with the bushing. Press the sleeve or pin into the bushing.
- For the upper front control arm, slide the washer on after the pin is pressed in. Retain it using the supplied snap rings.
- Upper pivot pins have a 2mm offset to give you more flexibility when setting your camber. By flipping the pin over you change the camber by approximately 0.8 degrees.

