

General instructions - Swaybar Bushings, Drop Links

N.B: This instruction sheet should be used in conjunction with the workshop manual

If required, vehicle should be jacked up evenly and safely supported with stands,

Ensure all components are free from rust, scale and dirt.
Compare new supplied components to old parts for correct application.

Be careful when working near hot components, such as exhaust systems.

Swaybars vertical links do not require greasing. Swaybar mounting points (D bushings) do require greasing - grease internal diameter of bushing only.

Drop links, with a pivoting bushing do require greasing - bushing internal diameter and side face must be greased with the supplied grease only.

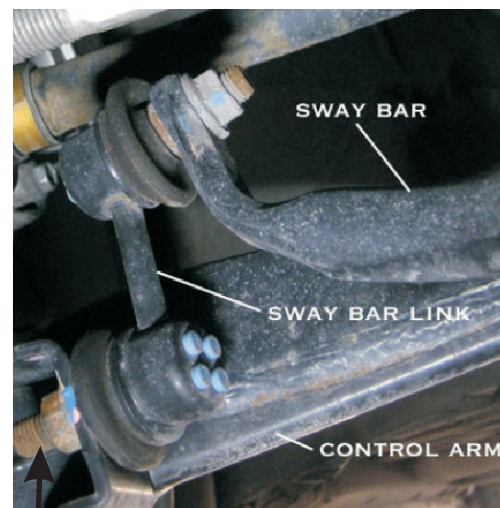
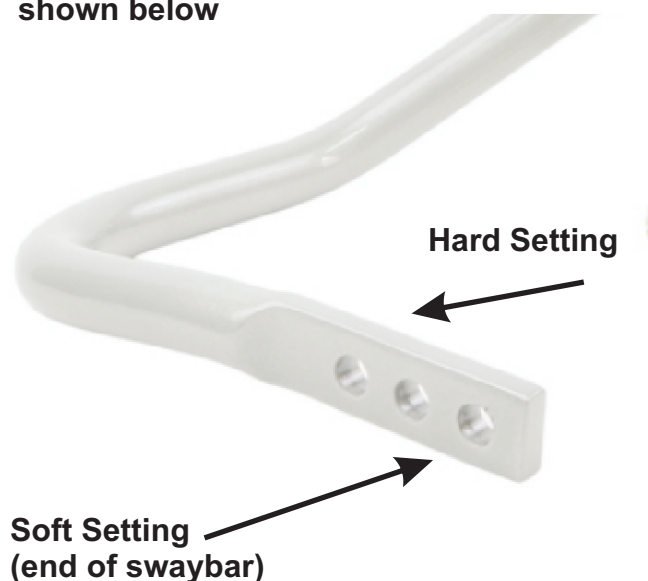
Do not over tighten swaybar pin type link bushings

It is recommended, if possible all components be tightened when vehicle is at ride-height.

Depending on application and suspension component removal, it may be necessary to carry out a Wheel Alignment post install.

We suggest re-checking all hardware after initial 100kms travelled.

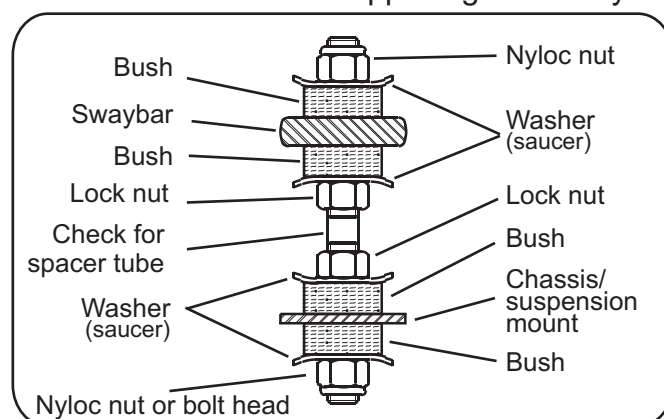
3 point adjustable swaybar shown below



Re-check Ball Joint nuts after 100kms travelled



Grease bushing face and ID with supplied grease only



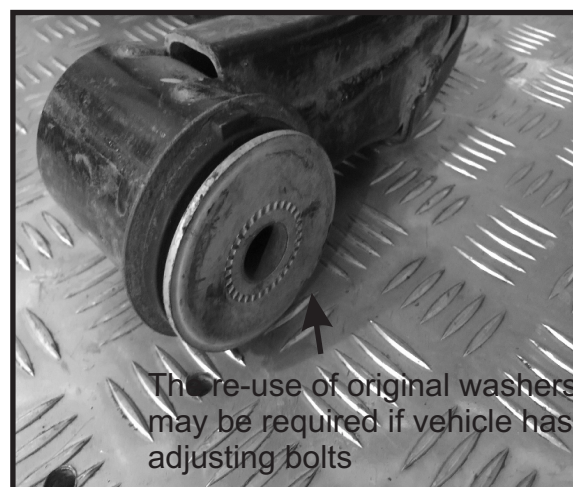
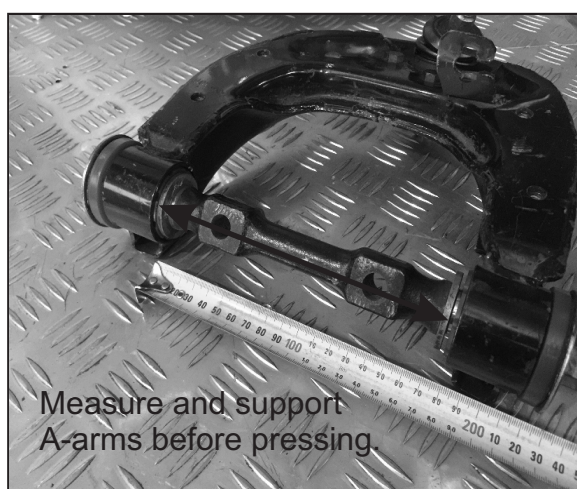
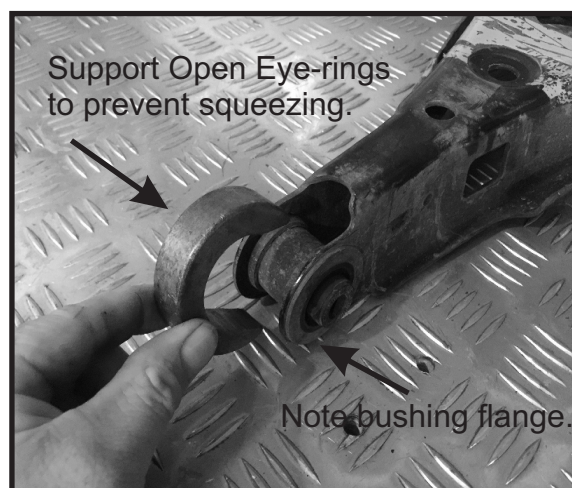
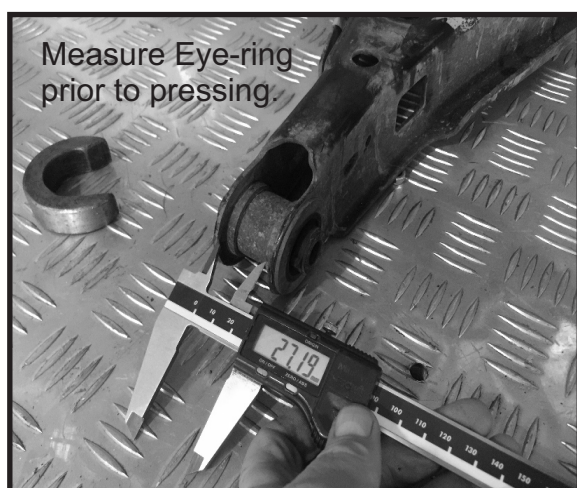
N.B: It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

Instructions

General Control Arm Shell Bushing Removal

N.B: This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

1. Confirm your new bushings have an outer steel shell. If no, you may have to leave the original shell in the control arm.
2. In order to remove the rubber only, you may apply heat to the bonded area of the bushing. Careful to not over heat - there should be no flames present.
3. If pressing bushings out of A-arms or open eye-rings, be sure to measure the control arm and support the arm prior to pressing - please see images 1,2 and 3.
4. Check the bushing OD - if the bushing is stepped, note the 2 different OD's and pressing direction.
5. If the vehicle has factory adjustment bolts, there may be a washer as part of the original bushing. This may need to be removed and re-used with new supplied bushing. Please see image 4. This is due to the slot in the chassis.
6. When installing new bushings, grease ID and face of bushings with the supplied grease only.
7. All bolts should be re-torqued to manufacturers specifications - this is best done at ride height.



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