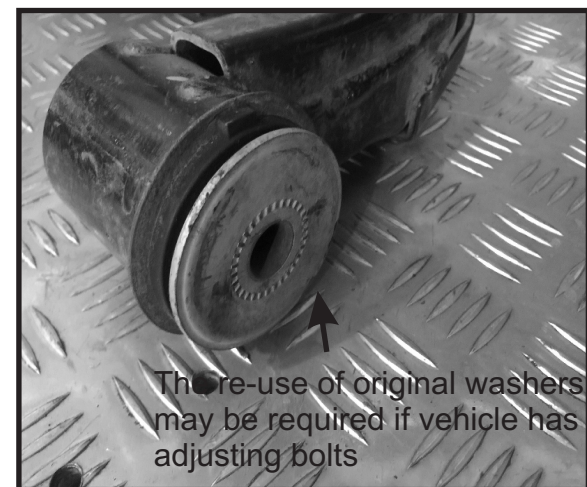
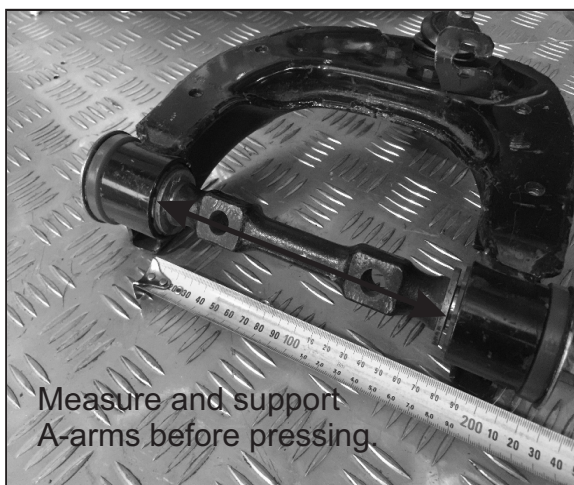
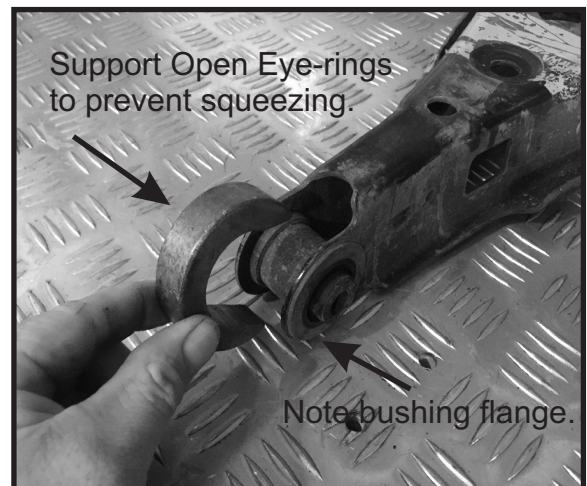
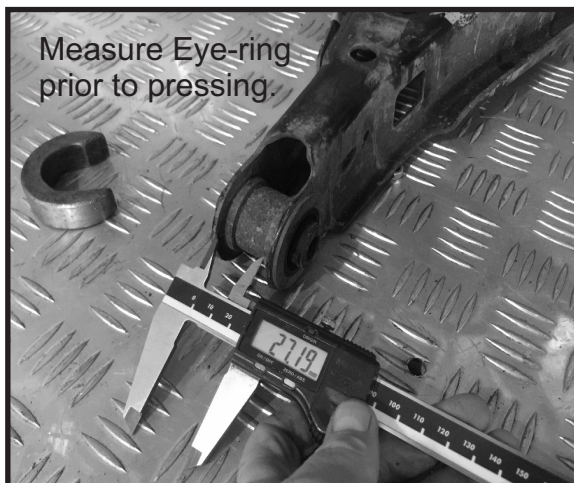


Instructions

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.



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

Rear Control Arm Bushings

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

Application -
Chev Camaro 2010-2014

Contents -
2x washers
8x short tubes
2x long tubes
2x large OD tubes
2x bushing 90724
4x bushing 90725
16x bushing 90726
Grease

1. Raise vehicle evenly and safely support.

Refer universal instruction guide for shell bush removal.

Refer image below for lower front hub bushing removal (the rear is a spherical joint).

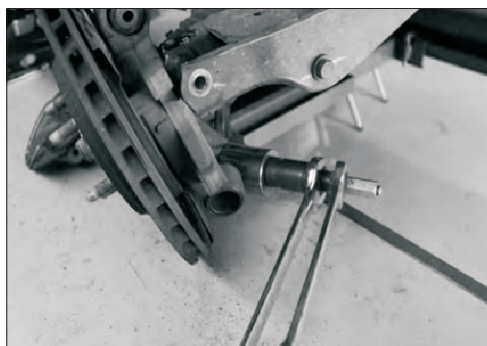
Note the upper outer and upper inner front points are spherical joints also.

2. Note images on the right for bushing placement.

Confirm your front control arm is a 'blade' type, not a turn-buckle (performance arm).

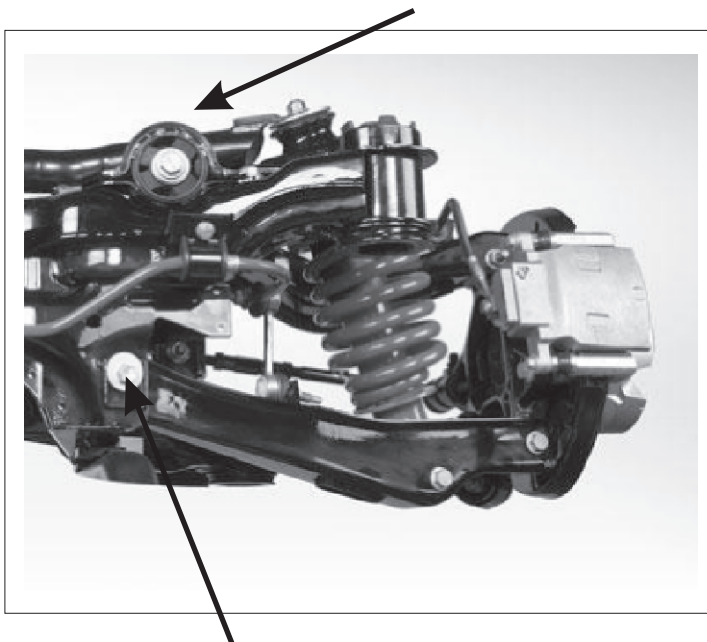
3. Once work is completed, a wheel alignment must be carried out.

4. Re-check all bolts after 100kms travelled.



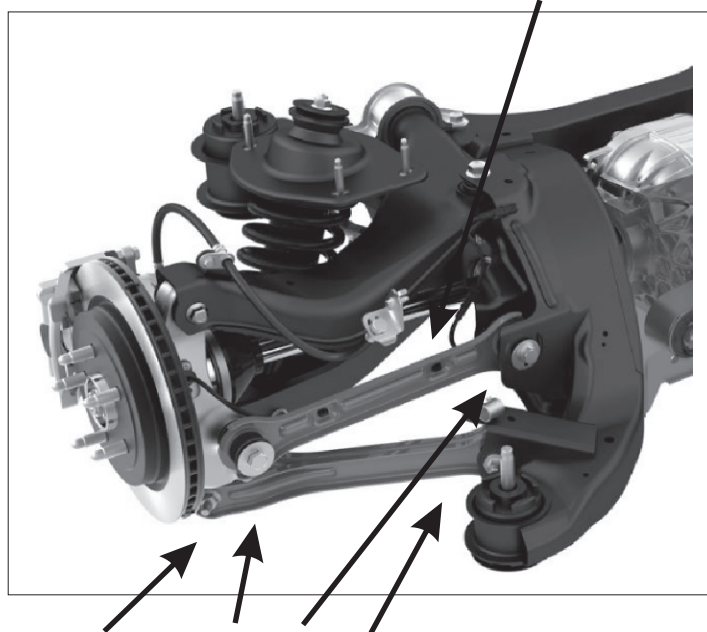
Use a threaded bolt and nut to pull out front hub bushing

Bushing 90724 suits upper inner rear point
Place supplied washer on back of bushing.



Bushing 90725 suits lower inner point

Confirm your front control arm is a 'blade' type, not a turn-buckle (performance arm)



Bushings 90726 suits 8 points

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.