

POWERFLEX®

PART NUMBER

PF57K-1001G

DESCRIPTION

TRACK CONTROL ARM AND BUSH KIT

INSTALLATION GUIDE

Contents (parts per pack):

2 x Short Adjustable Stainless Steel Sleeves
1 x C45 Spanner 2 x Stainless Steel Washers

Pre-assembled parts:

2 x Cast Aluminium Track Control Arms
2 x Outer Bushes 2 x Inner Bushes
2 x Long Adjustable Stainless Steel Sleeves
2 x Ball Joint Nuts

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. Grease the shorter offset stainless steel sleeves, and push them into the outer bush, adjusting the orientation according to Figure 1.
5. Using the supplied C45 spanner, twist the adjustable sleeve in the inner bush to the position shown in Figure 2, to aid fitting.
6. Remove plastic ball joint cover from the Powerflex arm, and fit the arm onto the hub carrier with the supplied nut. The ball joint may need a few taps with a soft hammer to seat. Tighten to manufacturer's recommended Torque spec.
7. Slide the end of the control arm link over the outer bush on the Powerflex arm, and slide the bolt through to hold it in place.
8. Slide a washer over small end of inner bush sleeve, and then 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.
9. With the bolt for the inner bush still loose, adjust camber angle with the C45 spanner according to Figure 2.
10. Tighten both bolts on the arm to manufacturers recommended torque settings.

Note: Point 9 may require alignment equipment to ensure wheel geometry is correct, and other wheel alignment parameters will need to be checked and corrected after this kit is fitted.



Remove the outer bush bolt removing control arm link to arm



Remove the inner bush bolt



Drop the arm down to access the Ball joint

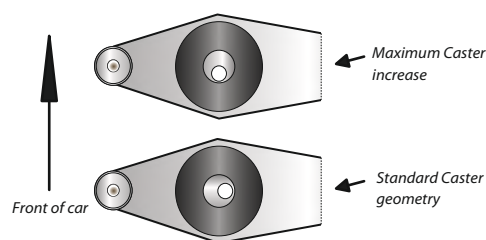


Figure 1: Outer bush orientation

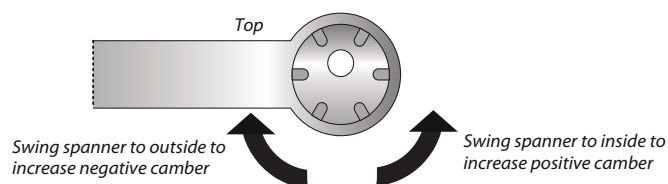


Figure 2: Inner bush orientation and camber adjustment