

**PART NUMBER** 

# PFF57-502G

**DESCRIPTION** 

## Track Control Arm Outer Bush Caster Adjustable

#### **INSTALLATION GUIDE**

## Contents (parts per pack):

2 x Polyurethane Bushes 2 x Stainless Steel Sleeves

#### 1 x PTFE/Silicone 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 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. Press out the original rubber bush including its outer shell.
- 5. Clean the bore ensuring to remove any dirt/corrosion form the bore.
- 6. Press in the Polyurethane bush into the bore, using some washing up liquid to ease fitment.
- 7. Apply some of the supplied grease to the bore of the bush.
- 8. Insert the stainless steel sleeve into the bore of the bush for maximum caster orientate the offset bore of the sleeve in the orientation shown in figure 4.
- 9. Slide the end of the control arm link over the outer bush on the arm, and slide the bolt through to hold it in place.
- 10. 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.
- 11. Tighten both bolts on the arm to manufacturers recommended torque settings.



Figure 4 - Maximum Caster





Figure 1 - Remove the outer bush bolt securing control arm link to arm

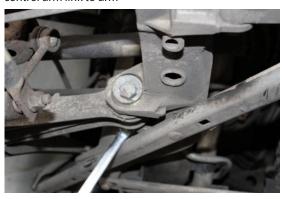


Figure 2 - Remove the inner bush bolt



Figure 3 - Drop the arm down to access the Ball joint