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Installing the Polyurethane Rear Control Arm Bushings

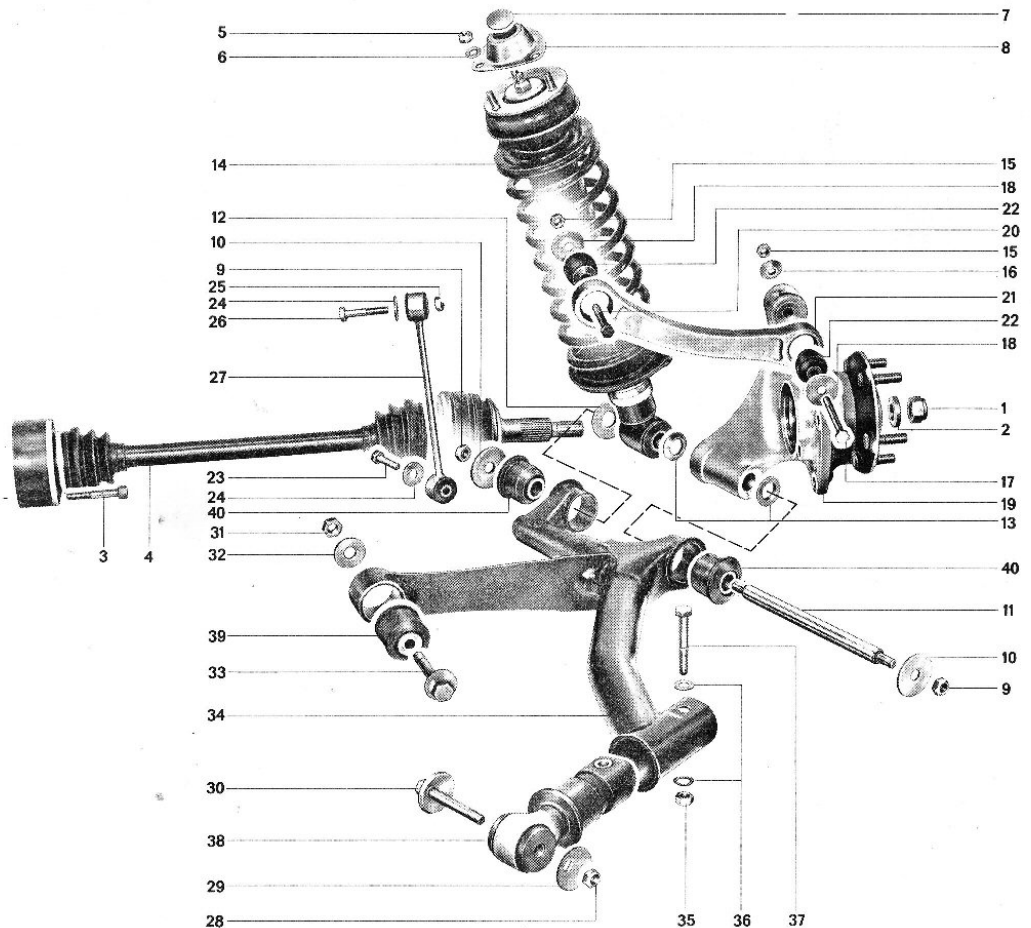
Preparation: the rear lower control arm bushings can be replaced with the suspension in the car. It is difficult, but it can be done. However, you may find it easier to work on with the suspension out of the car. Your choice. It is recommended that you read all of these instructions front-to-back before beginning.

This project is 3/4ths removal of the old bushings, and 1/4th installation of the new ones. Removal of the old, bad bushings will take the most time. Installation of the new bushings is fast and easy.

Alignment: If you remove the rear suspension to replace these bushings on the workbench, then the vehicle will need a new rear-end alignment when done. If you replace these bushings with the suspension in the car, you won't.

Begin: Remove the lower link pin (11) from the lower control arm.

You will need to remove nut and washer number 9 and 10 at the FRONT of the control arm, and remove the pin out through the rear. It will not come out through the front.





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Whether we remove the old bushings with the suspension in the car or out of the car, there is a flange on the old bushing we must get rid of so we can back our press up with a socket to push against.

Here we are using a Sawzall to cut the rubber behind the flange. Work around the outside as much as possible.



Then start knocking the flange off with a cold chisel as shown

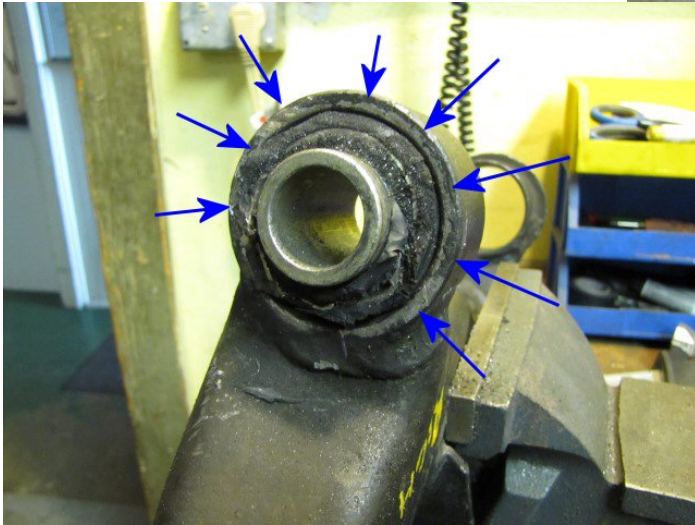




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Continue until you have the steel flange off the bushing.

Now we have exposed a nice ring around the outside of the bushing to push against.



REMOVAL OF OLD BUSHINGS IN-CAR

(For instructions out-of-car, turn page to that section)

Line up a large socket to push the bearing in to. It should be large enough to just sit on the ring around the bushing that you have just exposed.

This one is 1 13/16".



A smaller socket on the other side and a 6" or 8" C-clamp completes the press. Turn the screw to pull the bushing out of the control arm and into the large socket.



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It will take quite a bit of force to overcome the adhesion between the bushing and the metal ring. Remember—it's been in there for many years! Suddenly you will see it give, and it pushes out much more easily after that point.

REMOVAL OF OLD BUSHINGS OUT-OF-CAR

If you have removed the control arm from the vehicle, you can take it to a hydraulic press and press out the old bushings.

Note we still use a large socket to back up the steel ring on the bottom. A long steel bar in this photo goes through the bushing rings and presses the bushing down and out. You can even use the rear lower link pin from the car for this.





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INSTALL NEW BUSHINGS

Put the steel liner in to the polyurethane bushing before installing the bushing. Then use your C-clamp or hydraulic press to press in the new bushings much like you took the old ones out.

However, because these are new, and graphite-impregnated polyurethane, they will go in with much less force.

In this picture, we are using a piece of wood on the outside to press on the bushing without damage, and drawing the bushing down into our large socket on the other side.



Finished new bushing installation.

Use the new conical nuts provided on your lower pin when you re-assemble. Torque to 140 Nm or 103 lb ft of torque.