

## FITTING INSTRUCTIONS

### Product description:

The bush is offset and on-car adjustable for camber, it gives adjustment between standard to negative camber of up to 0.75 degrees negative.

### Contents (parts per pack):

- 4 x Bushes, 2 left (1 x A 1 x B) 2 right (1 x A 1 x B)
- 2 x Adjustable stainless steel sleeves
- 2 x Nylon washers
- 1 x Adjusting C spanner
- 1 x 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 tensioned to manufacturer's torque settings.*

### Fitting Instructions:

1. Remove the front arm from the car. Remove the original bush from the arm, clean any dirt/rust from the arm.
2. All the bushes have a locating lug to hold them in position as well as individual markings giving there position.

The positions are as follows:-

5-1301G-L- A fits left hand arm front half, 5-1301G-L-B fits left arm rear half.

5-1301G-R- A fits right hand arm front half, 5-1301G-R-B fits right arm rear half.

Fit the bushes into the correct arm and position, check down the bore of the bushes to make sure the bore on both halves line up

3. Apply some of the supplied grease to the bore of the bush, end faces and both faces of the nylon washer.
4. Place the nylon washer onto the adjustable sleeve, push the sleeve into the A bush from the front of the arm.

We would suggest turning the adjustable sleeve so the bolt hole is as near central to the bush so giving a near standard camber setting to start with

5. Refit the arm to the car, drive the car to settle the suspension.

Check and adjust the camber to the desired setting.

This is done by loosening the securing bolt and rotation the adjustable sleeve with the C spanner to the desired setting then retighten the securing bolt.



5-1301G-L-A



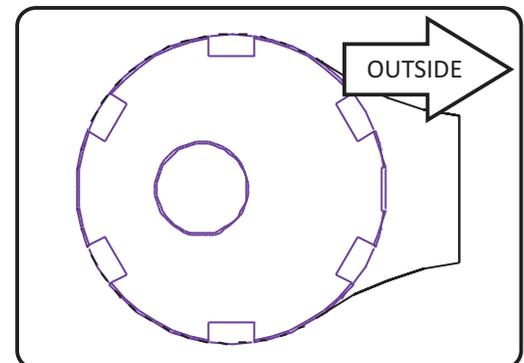
5-1301G-R-A



5-1301G-L-B



5-1301G-R-B



Position for maximum camber adjustment