

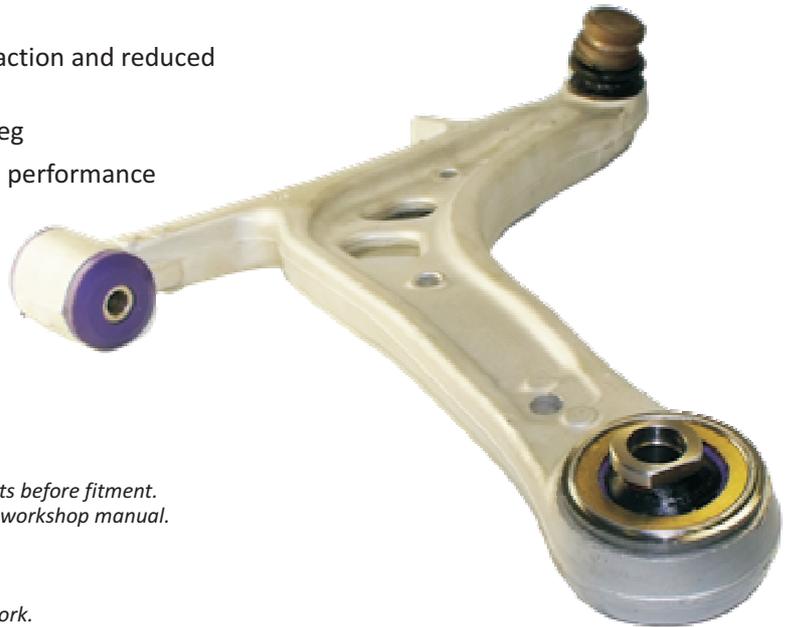
FITTING INSTRUCTIONS**Product description:****PFF69-502G - ANTI LIFT, CASTER ADJUST-FRONT ARM REAR BUSH**

This product is designed to replace front lower control arm-rear bush, and is engineered to provide;

- => revised front ANTI-LIFT geometry, for improved front traction and reduced understeer
- => on-car CASTER adjustment, adjustment range +/-0.33 deg
- => low compliance ball & socket bush design for maximum performance

Contents (parts per pack):

- 2 x Rotoball units
- 1 x Adjusting spanner



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 licenced technician;
- all safety precautions are adhered to;
- wheel alignment to be checked and adjusted after any suspension work.

All fasteners must be tensioned to manufacturer's torque settings.

Fitting Instructions:

1. Remove front lower control arms from the car.
2. Using a workshop press with suitable adaptors, carefully press out original rear bushes from control arm. Clean bore of any burrs or dirt.
3. The new Rotoball bush will need to be pressed in from the upper face of the arm. Press the unit into the arm and stop when the larger diameter touches the arm.

WARNING: Do not press on the centre sleeve/ball, press on the outer shell only otherwise you may damage the bush.

Tip: For maximum performance, adjust for maximum positive caster by rotating the centre ball so that the timing marks on the adjustment 'wheel' face outside of the car.

7. Refit refurbished control arms to car.
8. Tighten all hardware to manufacturer's original torque settings.
9. Test drive the vehicle, and perform full wheel alignment check and adjustment.

To adjust caster: loosen rear bush mounting bolts (including retaining bracket bolts) and using supplied spanner rotate the centre ball-sleeve to the desired position. If possible, it is best that the centre ball-sleeves are located in the same position.

Tip: For maximum vehicle stability, roadholding and performance, adjust to maximum positive caster possible.

