PFF69-801G

FRONT ARM REAR BUSH CAMBER ADJUST

FITTING INSTRUCTIONS

Product description:

PFF69-801G - FRONT ARM REAR BUSH, CAMBER ADJUST This product is designed to replace front arm-rear bush, and is engineered to provide;

- => on-car CAMBER adjustment, adjustment range +/-1.0 deg
- => low compliance bush design for maximum performance

Contents (parts per pack):

- 4 x bushes (2 x A wide flange + 2 x B narrow flange)
- 2 x stainless steel adjustable 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:

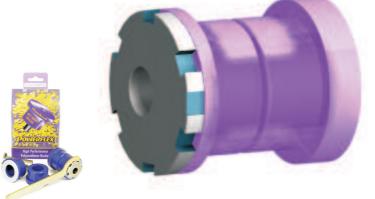
- all work to be carried out by a licenced technician;
- all safety precautions are adhered to;
- wheel alignment to be checked and adjusted after any suspension work.

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

Fitting Instructions:

- Remove front lower arms from the car. 1
- Using a workshop press with suitable adaptors, carefully press out original rear bushes from control arm. Clean bore of any burrs or dirt.
- 3. Insert new bushes into control arm.
 - Note: Place the B bush with the narrow flange towards the rear of the car, this allows the adjuster wheel to miss a small web on the subframe, and allows for easier on car adjustment
- Liberally apply grease to the inside and end faces of the bushes.
- 5. Place nylon washer onto sleeve.
- 6. Insert centre sleeve into bushes, with the adjusting wheel on the same side as the B bush with the narrow flange.
 - Tip: If the required adjustment is known, it is best to pre-adjust the camber prior to re-fitment. For maximum negative camber see Fig 1.
- 7. Refit arms to car.
- Tighten all hardware to manufacturer's original torque settings. 8.
- 9. Test drive the vehicle, and perform full wheel alignment check and adjustment.

<u>To adjust camber:</u> loosen rear bush mounting bolt and using supplied spanner rotate the centre sleeve to achieve the desired camber angles. Tighten bolt



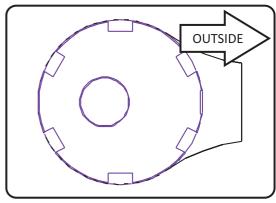
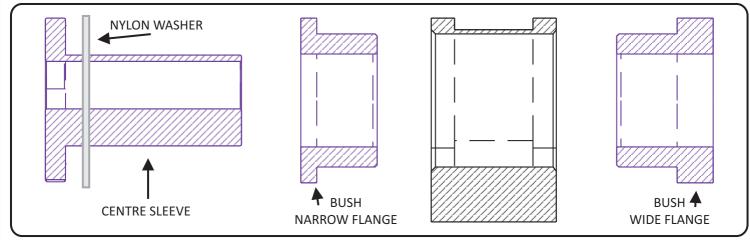


Fig 1. Maximum negative camber setting.



Fig 2. Assembled view.



FRONT OF CAR

Fig 3. Exploded view.