

REAR UPPER ARM BUSHINGS

The following picture shows how the correct way to press the bushings into the OEM arms. Please take note that the retaining clamp goes on the tapered sides.

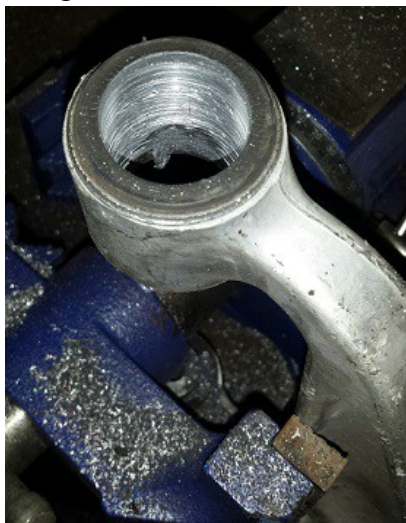


Installed bushings.



Proper alignment of hole saw.

The factory bushings will need to be drilled out with a 32mm hole saw. Take care to keep the drill straight, parallel to the sides of the arm. Once the bushing has been drilled out, there will still be the bushing sleeve left to remove.



Sleeve ready to be cut.

This can be done with a body saw using a narrow short blade of about 3 inches, which we recommend since working space is tight. Take care to only cut the sleeve, not the arm. Cut at the base of the arm so if you go too far you aren't really weakening the arm. Go easy and take your time. You don't want to damage the rear arm.



Note the two cuts in bushing sleeve.

The sleeve can be removed once it has been cut all the way through in two locations lengthwise by prying the cut piece out with a narrow flathead screwdriver first, then collapsing the sleeve in on itself. After removal, carefully check the arm for and damage.

Some scratches and dings are normal, but the bore needs to free of burrs. Clean the insides of the arm in preparation for the new bushings to be installed making sure the bores are smooth. After cleaning measure the bore of the arms as well as the diameter of the bushings.

Confirm that the new bushing is between 1/1000 and 3/1000 inch (0.025mm to 0.076mm) larger than the bore on the knuckle. If this tolerance is out of spec, please contact us. We recommend the use of anti-seize compound for installation of the bushings to prevent galling.



Make sure the bushing goes in straight.



A large vice can be used if you don't have a press.



SPL diff bushing driver on top, 36mm socket as receiver on bottom.

It is best if some sort of a press is used, as it will be easier to drive the bushing in straight. A large vice also works well. As always, take care to make sure the arm, bushings, and driver are all in line with each other.



A 1 1/8 inch socket will be a useful driver to install the bushings (we happen to have a differential bushing driver on hand) pressing them in almost to the point of the lip being flush with the arm, keeping the gap from lip to arm slightly larger than the retaining clip lip gap. By doing so, you will prevent marring or crushing the retaining clip end of the bushing. Line up the bushing, making sure it is straight with the bore of the arm. Once the bushing lip is almost flush with the arm you'll need to use a receiver. A 36mm socket is perfect for this job. Note how to set it up to finish driving in the bushings.



Clips installed.

Once the bushings are installed with the lip flush against the arm, install the retaining clip on the other end to hold the bushing in place. Verify the bushings are secure and install the solid spacers, and reinstall the arms on the car.

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Using any SPL arm as a tie/strap down point for a dyno session or transport will void the warranty.