



PART NUMBER

**PFR5-606G**

DESCRIPTION

**REAR TRAILING ARM BUSH, ON-CAR ADJUSTABLE**

### FITTING INSTRUCTIONS

#### Product description:

On car adjustable bush offering camber and toe adjustment. Gives +/-1 degree of adjustment

#### Contents (parts per pack):

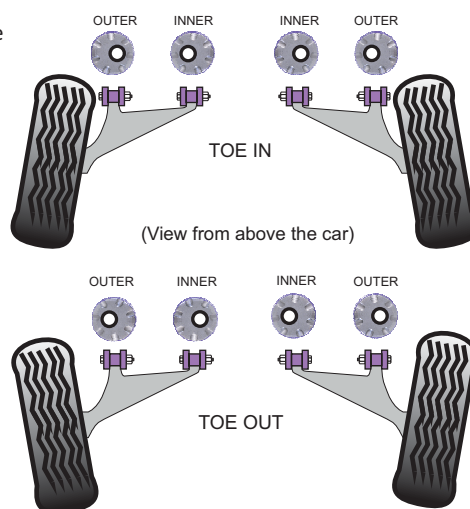
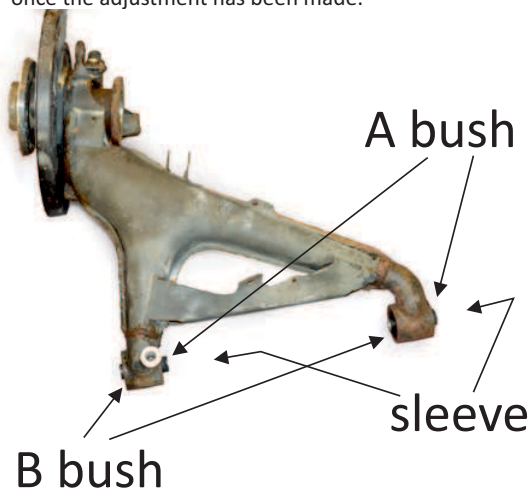
- 8 x bushes (4 x A & 4 x B parts)
- 4 x adjustable stainless steel sleeves
- 1 x adjusting spanner
- 1 x grease

*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. Before removing the original bushes note that the original bushes are offset in the arm.
2. The new bushes comprise of an A & B polyurethane part, the A part has a thicker top section and the B part a thinner.
3. Remove the original bush from the arm, clean any dirt, rust and sharp edges from the hole.
4. Fit the A bush (thicker) from the inside face out-wards and the B bush (thinner) from the outside face in-wards replicating the offset of the original bush.
5. Apply some of the supplied grease to the bore and end faces of the bushes.
6. Fit the sleeve starting from the A bush, from the inside.
7. A good starting point for the adjustment is to align the holes in all the sleeves to the same position, say at either 6 or 12 o'clock.
8. Refit to the car following manufactures guide and torque settings. Road test car to settle suspension then carry our wheel alignment adjusting the bushes to give your desired geometry.
9. To adjust loosen the securing bolt then using the supplied C spanner turn the sleeve. Tighten the bolt back to the manufacturer's torque setting once the adjustment has been made.



Hole positions in the sleeves, looking at them from the outside of the car on both sides, showing maximum adjustment limits. The adjusters will have to be adjusted individually to achieve the desired toe and camber settings.

