

# Install Guide

## Front Upper Control Arm Bush

### Nissan Patrol Y62 2010+

**Nolathane**<sup>®</sup>

**Note:** These components must be fitted by a qualified person only, as per the manufacturers' service manual. Also, all relevant safety procedures are followed in addition to the following. Photos are an indication and may vary slightly in appearance from the actual product.

#### Kit Contents:

##### Standard Alignment (451023):

- 4 x SPF4129 Bush
- 4 x Tube 28.57x14.3x55

##### Double Offset Alignment (451024):

- 4 x SPF4129 Bush
- 4 x Offset Tube 28.57x14.3x55

**NOTE:** Polyurethane bushings must be fitted to both sides of the vehicle.

1. Wheel align vehicle before commencement of work and note settings.
2. With vehicle on hoist or on jack stands, remove the upper control arms (detailed instructions page 2).
3. Remove the original bushes including the steel shell.
4. Apply the grease supplied to the upper arm housing and the outside surface of the bush.
5. Using the appropriate pressing tools support the control arm and press in the new 'SPF4129' bushes. Note the shell side of the bush is the last part to be pressed in the control arm housing (Figure 1). Use a flat plate to cover all surface of bush to press the shell into the housing.
6. Apply the supplied grease to the bore of the bush and the outside surface of the steel crush tubes, then push the crush tubes into the bush.
7. Refit the control arms to the vehicle and tighten bolts to manufacturer's torque settings.
8. Reassemble the rest of the vehicle and carry out wheel alignment.

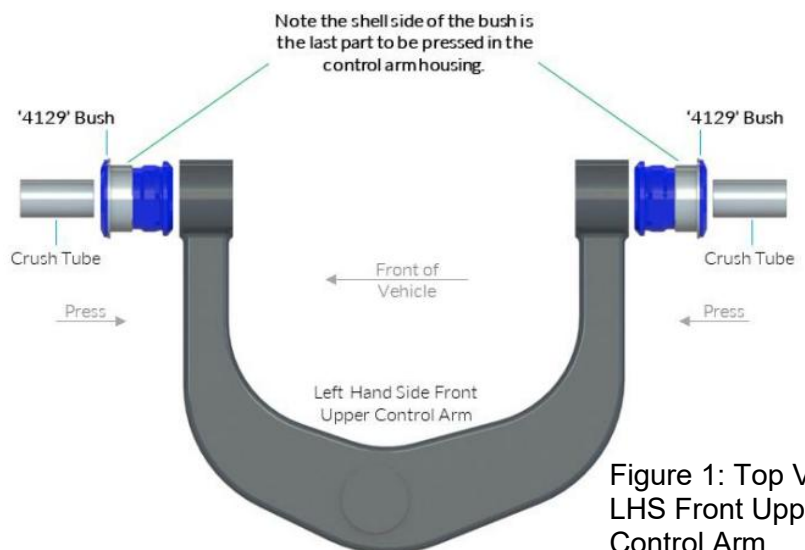


Figure 1: Top View LHS Front Upper Control Arm

#### For Offset Tube to correct camber:

- Offset tubes are used to shorten the effective length of the arm. The hole in the offset tube must be on the side that the ball joint is. This is the same for both arms in both bushing positions (Figure 2).



Figure 2: Offset Tube Position

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### Removing Control Arm from Vehicle Driver's Side

- Remove the inner guard liner.
- Remove bolt in Figure 3 so bracket is free.
- Disconnect connector in Figure 4. There is a clip on the side that needs to be depressed to disconnect the connector.
- Remove the cover in Figure 5 to expose the power steering pump.
- Loosen the bolt in Figure 6. NOTE: Power steering fluid will come out once the bolt is removed. This is OK.



Figure 3



Figure 4



Figure 5



Figure 6

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#### Removing Control Arm from Vehicle Driver's Side (Continued)

- Using a spanner in the position seen in Figure 7 remove the bolt.
- Using the bolt head on the pulley in Figure 8 rotate the pulley until a socket extension can fit through and locate on the power steering housing as seen in Figure 9 and remove this bolt in Figure 9.
- The power steering pump should be loose now.
- Loosen and remove the bolts holding on the control arm, the control arm should be free from the vehicle.
- Use the steps on page one to install polyurethane bushings into the arm.
- Reinstall the arm and follow the steps on pages 2 and 3 in reverse to reassemble.
- **ONCE REASSEMBLED TOP UP POWER STEERING FLUID RESERVOIR**
  - The oil required for the power steering is DEXRON type ATF as shown in Figure 10.

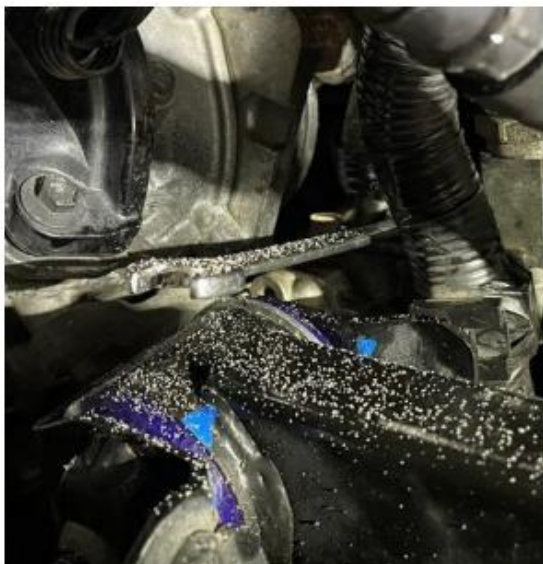


Figure 7



Figure 8



Figure 9



Figure 10