

# General instructions for Control Arm - Track Arm - Rod Eye

**N.B:** This instruction sheet should be used in conjunction with the workshop manual

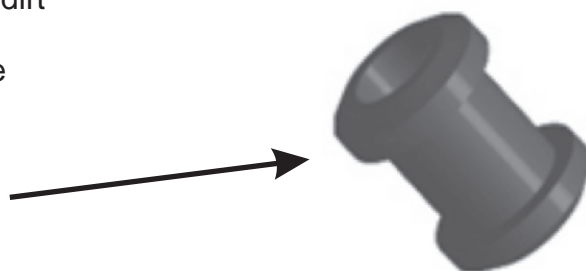
Please read instructions carefully. Improper installation may result in premature failure.

If required, vehicle should be jacked up evenly and safely supported.

Ensure all components are free from rust, scale and dirt

**IMPORTANT:** The original shell may or may not have to be removed. Compare diameter sizing.

1-piece bushings are best pressed in with soapy water and flat surface.



Compare new supplied components to old parts for correct application.

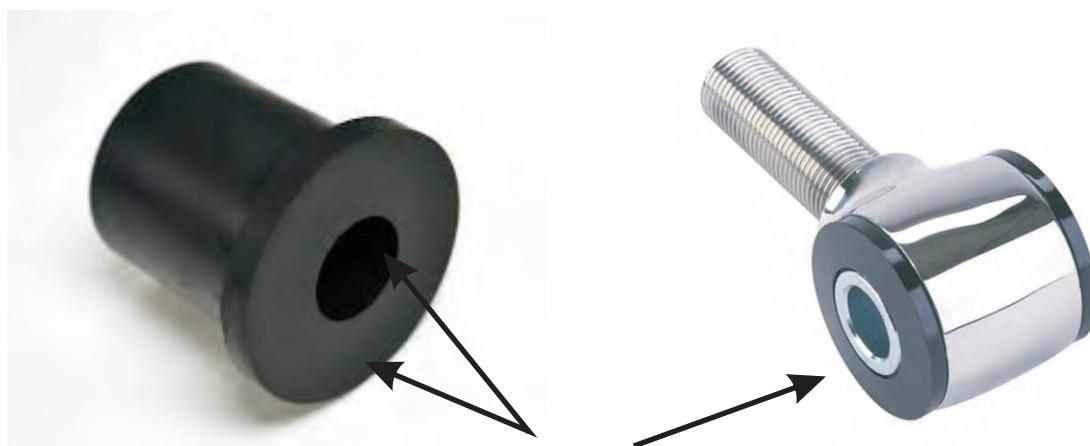
Be careful when working near hot components, such as exhaust systems.

Control arms and Track Arms with a pivoting bushing do require greasing - apply a generous coating of supplied grease to bushing ID and side faces. Do not grease bushing OD.

It is recommended all components be tightened when vehicle is at ride-height.

It is recommended to carry out a Wheel Alignment post install.

It is recommended re-checking all hardware after initial 100kms travelled.



Grease bushing side face and ID with supplied grease only.

**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

# Instructions

## Lower Control Arm Bushings

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

1. Raise vehicle evenly and safely support.

**Application:** Holden Colorado RG - on  
Isuzu D-Max MP - on

**Removing old bushings - this is best achieved with a Air-hacksaw and if required, an Oxy.**

**Contents:** 4x bushings with bonded washer  
4x steel tubes  
2x grease

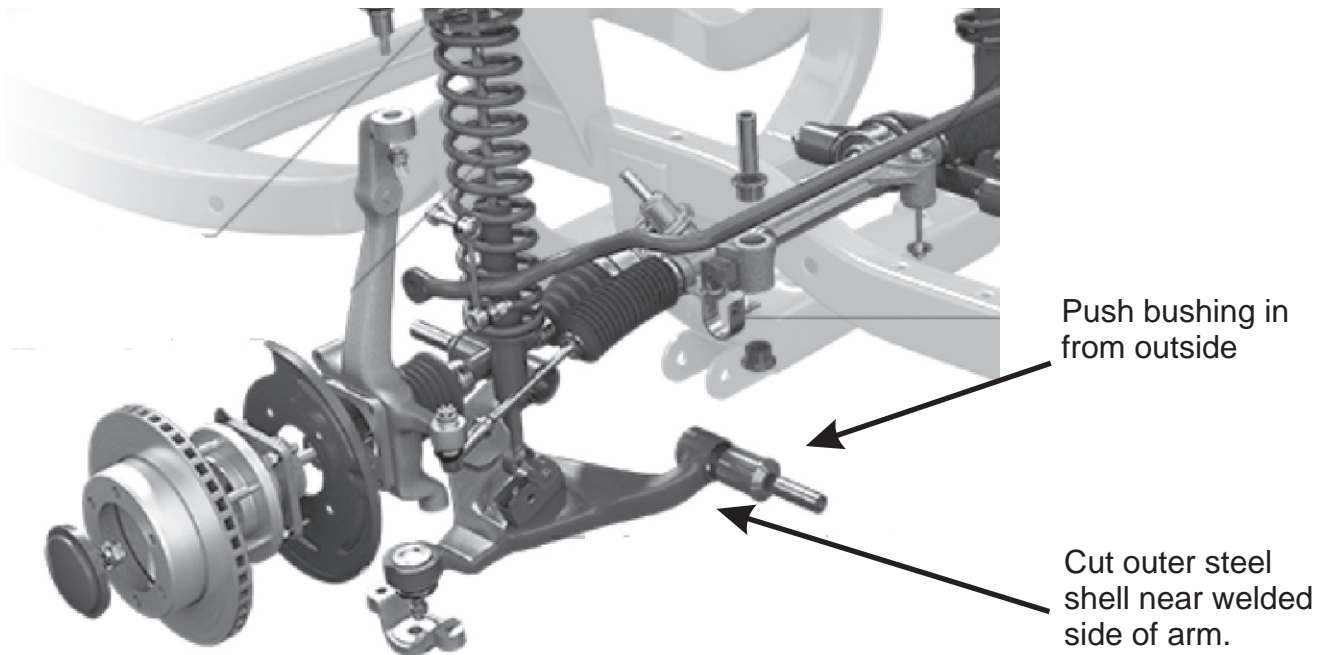
2. The outer steel shell will need to be cut.  
You may wish to heat up the inner steel tube and remove this prior to cutting the rubber and outer steel shell.

**Note - make the cut near the welded side of eyelet.**

3. Once bushings removed - clean eyelets.

4. Push supplied bushings in from outside in - refer image below. Grease bushing ID and face.

5. Tighten bolts to Manufacturers specs, then carry out a wheel alignment.



**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.