

FITTING INSTRUCTIONS

Suits: 100 Series Landcruiser

LX470 Lexus

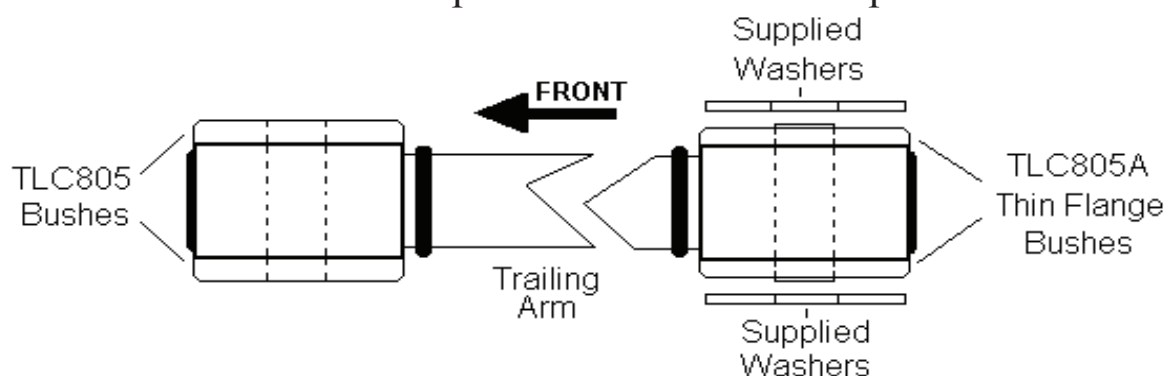
Rear Trailing Arm - Lower

Kit Contents:

TLC805 Bush	x 4	T22.2x14.3x60 Crush Tube	x 4
TLC805A Bush	x 4	Washers	x 4
Instruction Sheet	x 1	Grease Satchel	x 1

N.B: These instructions should be used in conjunction with workshop manual.

1. Raise the rear of the vehicle and place chassis stands under the chassis of the vehicle and remove the rear wheels.
2. Support the differential housing with stands.
3. Remove the lower trailing arms and mark the front eye with a suitable marking pen.
4. Press out and discard the old bushes with a suitable press tool.
5. Clean and inspect the arm for rust, pitting, rubber deposits and cracks. Replace as necessary.
6. Fit the **TLC805 (THICK FLANGE)** replacement bushes to the front eyelet.
7. **Note:** Only grease the internal bore and the flanges of the replacement bushes.
8. Fit the **TLC805A (THIN FLANGE)** replacement bushes to the rear eyelet
9. Refit the arms to the vehicle using the supplied washers at the rear eyelet to create a suitable working surface for the new bushes.
10. Tension all removed parts to manufacturers specifications.



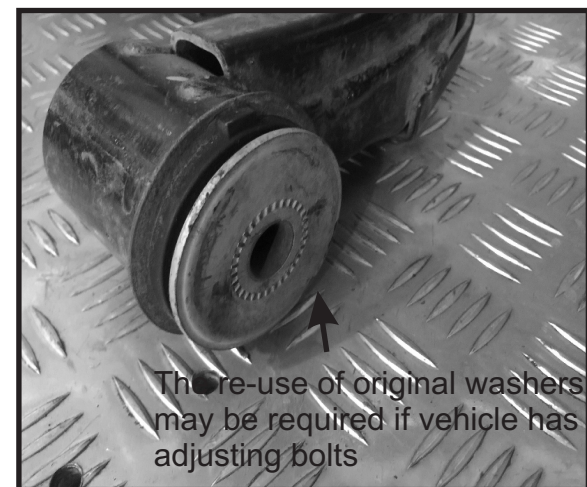
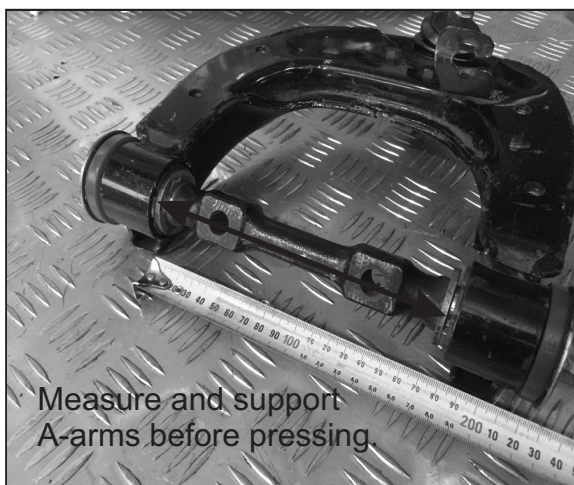
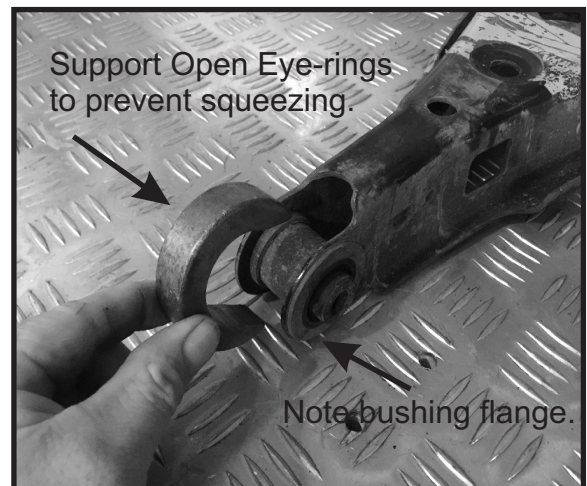
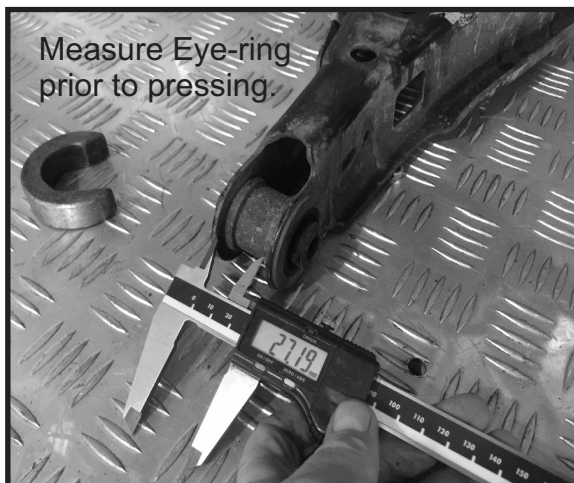
N.B: It is recommended that a licenced workshop or trades person carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

Instructions

General Control Arm Shell Bushing Removal

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

1. Confirm your new bushings have an outer steel shell. If no, you may have to leave the original shell in the control arm.
2. In order to remove the rubber only, you may apply heat to the bonded area of the bushing. Careful to not over heat - there should be no flames present.
3. If pressing bushings out of A-arms or open eye-rings, be sure to measure the control arm and support the arm prior to pressing - please see images 1,2 and 3.
4. Check the bushing OD - if the bushing is stepped, note the 2 different OD's and pressing direction.
5. If the vehicle has factory adjustment bolts, there may be a washer as part of the original bushing. This may need to be removed and re-used with new supplied bushing. Please see image 4. This is due to the slot in the chassis.
6. When installing new bushings, grease ID and face of bushings with the supplied grease only.
7. All bolts should be re-torqued to manufacturers specifications - this is best done at ride height.



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 Shock Bushing

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.

*Never rely on a Jack only.
Use caution as these vehicles are heavy.*

**The complete strut will need to be removed.
Refer Workshop manual for removal.**

2. The original bushings can be pressed out or cut out. If no Press is avail, drill a hole in rubber on the high side (strut side) of bushing. Use the correct size drill to cut through outer shell and inner tube simultaneously.

Careful to not damage shock eye.

3. Push in supplied bushing. Soapy water will help with install.

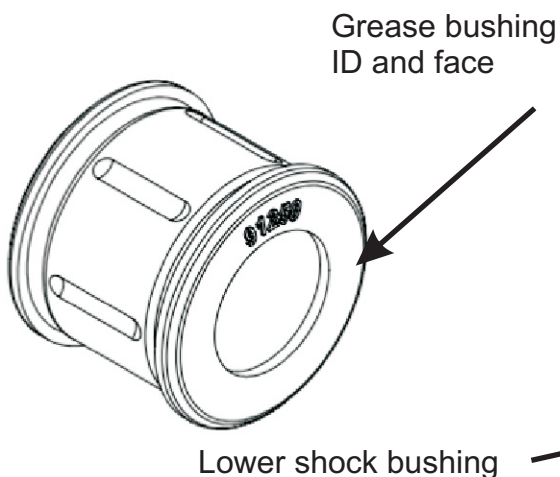
4. Grease bushing ID and face with supplied grease only. Push in supplied steel tube.

5. Re-fit strut to vehicle.

6. Re-check bolts after initial 100kms

Application - Toyota Landcruiser
- IFS 100 Series
(Refer current catalogue listing)

Contents - bushing 91250 X 2
- steel tube x 2
- grease



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.