

# Fitting Instructions #4474IS

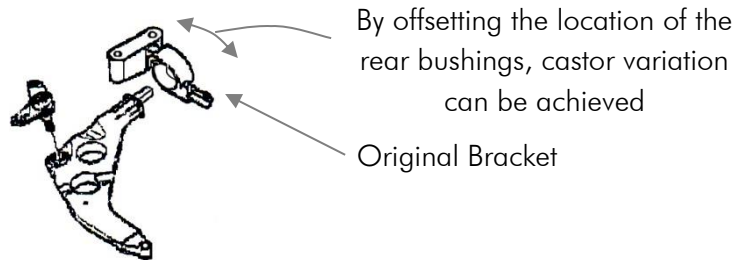
Mini Cooper, Cooper S (R50, R52, R53, R55, R56 & R57)

**Front Lower Control Arm Rear Bushing (To suit right-hand drive vehicles)**

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Left hand side Shown

Front of Vehicle



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

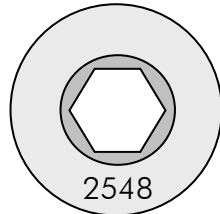
- Wheel-align the vehicle before the job is started and note settings;
- With the vehicle on a chassis hoist and wheels unsupported, remove plastic under body tray, to allow access to mounting bolts. Support the rear of the front cross-member with a stand or jack. Loosen the lower sub-member bolts to allow the rear of the front cross-member to be lowered;

**Note:** Some of the front cross-member mounting bolts do not need to be removed, just unscrewed enough to allow for the removal of the rear brackets.

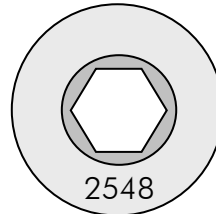
- Loosen and remove the lower control arm "Front" inner joint mounting bracket bolts this will aid the removal of the rear brackets;
- Note the orientation of the bracket in the vehicle before removing. Unbolt the rear lower control arm bracket and remove from the vehicle. The rear end of the arm can be levered down sufficiently to allow the mount to be removed from the hexagonal mounting pin of the control arm. Lubricant may assist in the removal of the mount;
- Remove original shell part from the bracket with the use of a hydraulic press and suitable pressing tools;
- With reference to the diagrams, the settings required and the kit number purchased, align the bushing with the bracket so that the hole in the bushing is positioned to give the desired castor result;
- Press the bushings into the housings. The '4474A' insert can now be fitted to the bushings with the flange marked "4474A" facing the front of the vehicle. A generous amount of grease supplied must be applied to both the bore of the bush and the outside of the '4474A' insert. See page 3 for additional detail;
- Refit the bracket with the new bushings to the vehicle, and tighten all mounting bolts that were loosened on removal;
- Wheel-align vehicle and check new settings;
- Refit all plastic under body trays, which had been removed;
- All mounting bolts are to be torqued to manufacture's specifications.

As viewed from under the vehicle looking forward (rear face of bushing)

**Kit #4474K** – Standard Replacement, No caster change



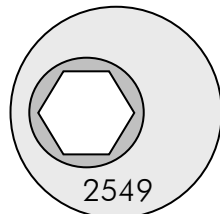
Passenger Side (Standard)



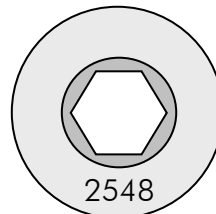
Driver Side (Standard)

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**Kit #4475K** – To counteract a slight pull to the left  
Single Offset, passenger side castor increase



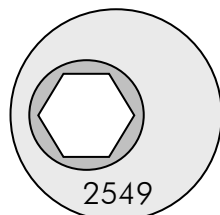
Passenger Side (Increase)



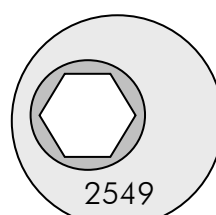
Driver Side (Standard)

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**Kit #4476K** – To counteract a strong pull to the left  
Double Offset, passenger side increase, driver side decrease



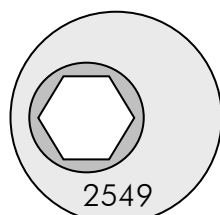
Passenger Side (Increase)



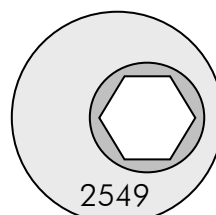
Driver Side (Decrease)

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**Kit #4476K** – Performance settings  
Double Offset, passenger and driver side increase castor



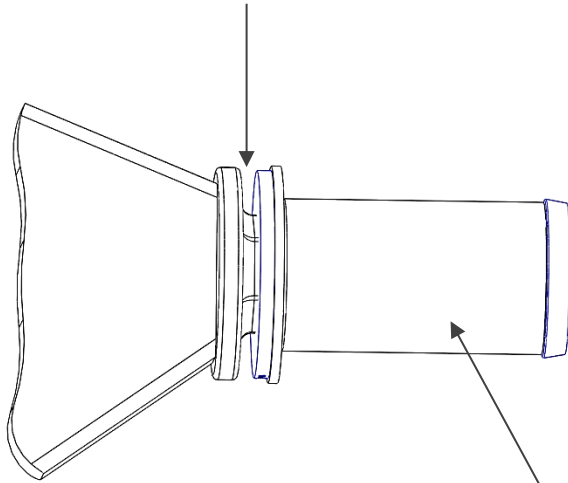
Passenger Side (Increase)



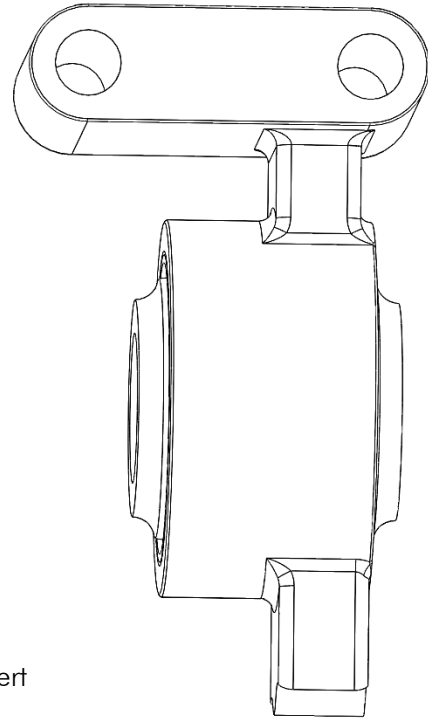
Driver Side (Increase)

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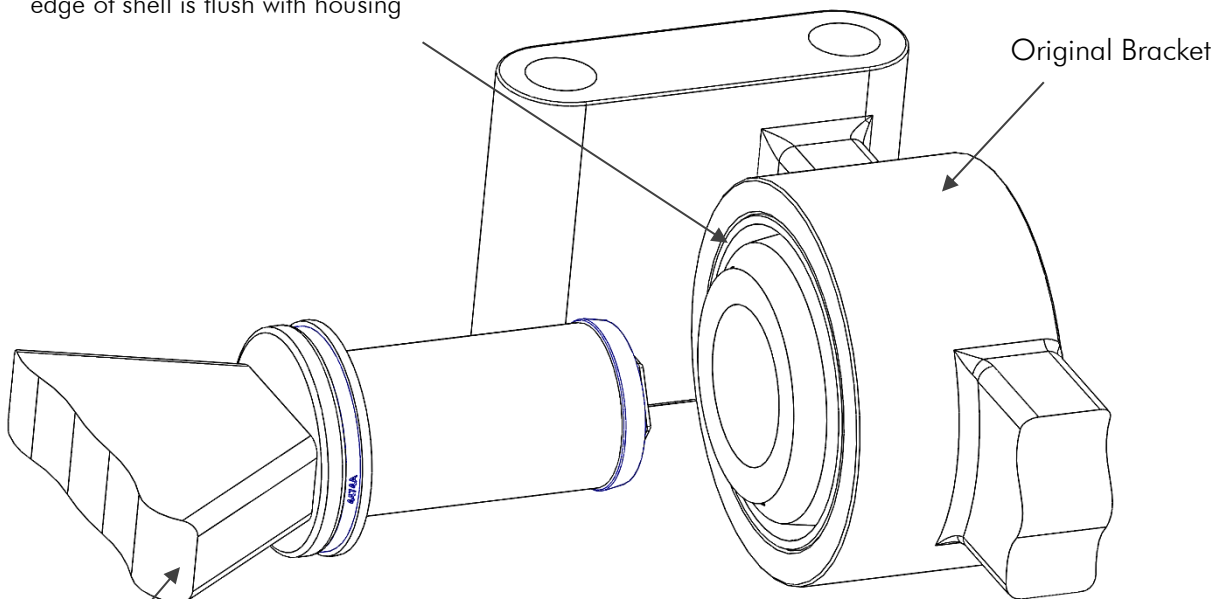
Push Hexagonal insert onto arm should have a 3mm gap between the flange on the arm and the head of the bush as shown.



'4474A' insert



Press shell part into housing ensuring edge of shell is flush with housing



Control Arm