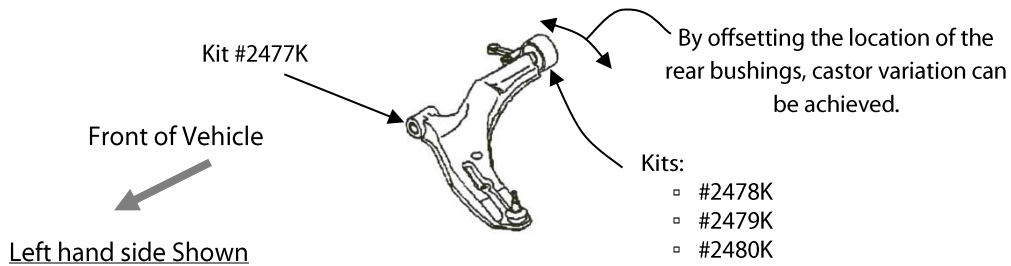


Fitting Instructions #2478IS

Nissan Pulsar N16

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

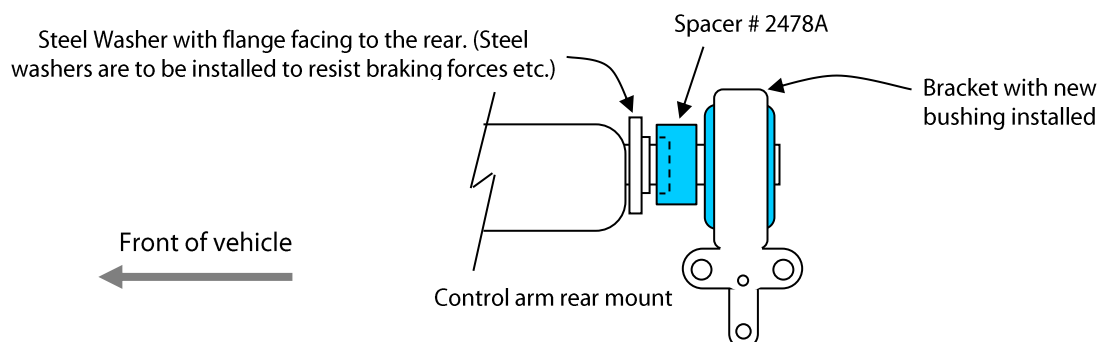


Note: Polyurethane bushings must be fitted to both sides of the vehicle.

- Wheel-align the vehicle before the job is started and note settings;
- With the vehicle on a chassis hoist and wheels unsupported, Unbolt the lower control arm from the vehicle. Note the orientation of the rear bracket on the control arms before removing. Apply a small amount of heat to the center steel tube on the rear control arm bushing to release the bond between the rubber and the steel tube. The rear bracket should be able to be removed from the control arm;

Note: Suitable eye protection must be worn and heating procedure must be carried out in a well-ventilated area.

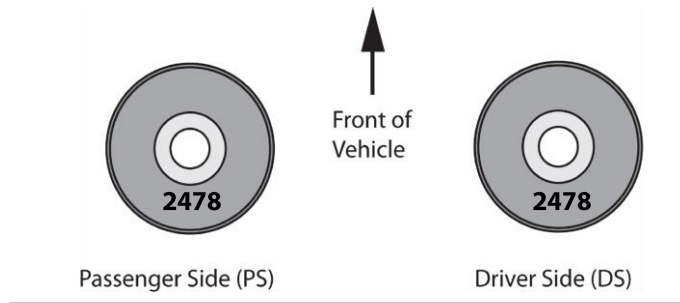
- Use an air chisel and apply force to the original inner steel tube to remove it from the control arm rear pin mount (Take care not to damage the inner mounting pin on the control arm);
- Remove original outer shell part from the housing with the use of a hydraulic press and suitable pressing tools;
- With reference to the diagrams, the kit No that you have purchased and the settings required, align the bushing in the brackets, so that the hole in the bushing is positioned to give the desired caster result;
- Apply generous amount of the white grease supplied to the bore of the bush and the outside of the rear mounting pin on the control arm;
- Install the stepped steel washers on to the rear pins with the small flange facing rearward. The Washers are an interference fit, use a steel tube (inside diameter 21.5mm) and a hammer to install on to the rear pins;
- Refit the bracket with the spacers fitted as per drawing below (Polyurethane Spacer to be installed between the steel washers and to the front of the new bushings);
- Wheel-align vehicle and check new settings;
- All mounting bolts are to be torqued to manufactures specifications.



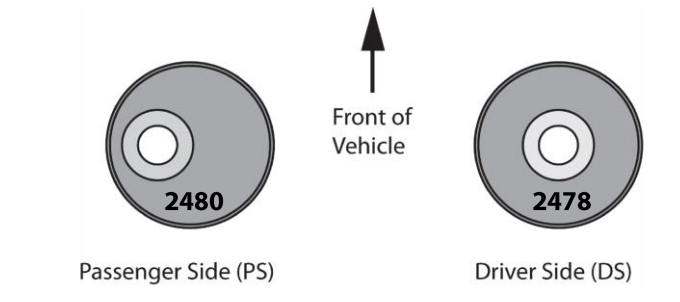
Assemble rear bushing to the vehicle as per drawing above

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

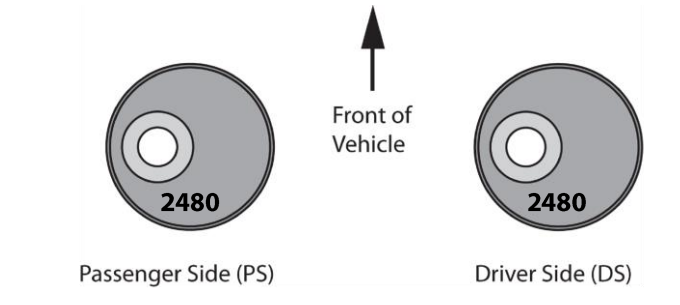
Kit #2478K – Standard Replacement. No castor change.



Kit #2479K – To counteract a slight pull to the left
Single Offset, Passenger side castor increase.



Kit #2480K – To counteract a strong pull left
Double Offset, passenger side increase, driver side decrease castor.



Kit #2480K – Performance settings
Double Offset, passenger and driver side increase castor.

