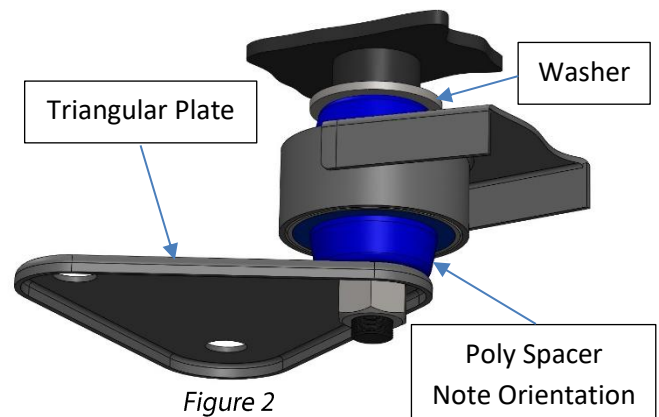
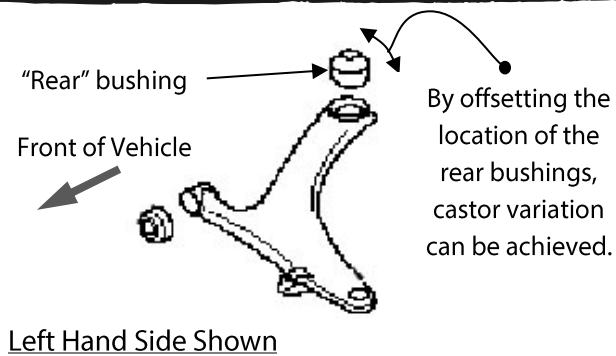


Fitting Instructions #5110IS

Subaru Various Models

Front Lower Control Arm Rear Bushing



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

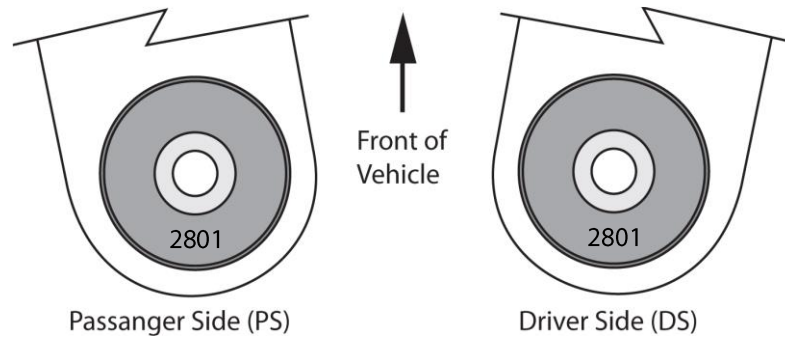
- Wheel align the vehicle before the job is started and note castor settings;
- Remove the control arms from the vehicle;
- Remove original shell part from the control arms with the use of a hydraulic press and suitable pressing tools;
- **With reference to the diagrams, the kit number that you have purchased and the settings required, align the bushing in the control arms, so that the hole in the bushing is positioned to give the desired castor result. Note: some later model vehicle utilise pressed metal arm, refer bush position in Figure 3;**
- Using the grease supplied, generously lubricate the outside of the steel tube, the polyurethane inside of the steel shell parts, and the inside of the polyurethane spacer washers. Push the steel crush tubes into the bushes. A hand press may be required to insert the steel tube, as there can be significant crush;
- Grease the faces of the polyurethane spacer washers, and push them onto the tubes. The spacers are to be arranged as depicted in Figure 2 (**Larger face of spacers must face the new bushing**);
- Note some models with the protruding mounting peg will require the use of supplied washer position this onto mounting peg before offering up re bushed control arms as per Figure 2.
- Refit the control arms with the new bushes and washers into the vehicle ensuring triangular mounting is reinstalled.
- Wheel align vehicle and check new settings;
- All mounting bolts are to be tightened to manufactures specifications with the vehicle at ride height.



Figure 3

As viewed from the top of the control arm, looking down on rear bushing.

Kit #5110K - Standard Replacement

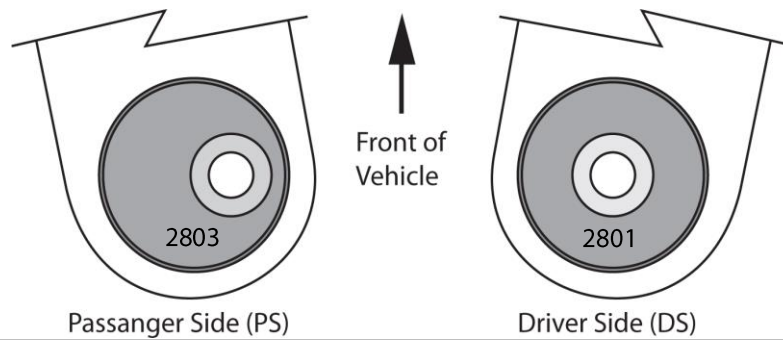


Below is shown for Right-hand drive vehicles

Kit #5111K - Alignment Correction

To counteract a slight pull to the left

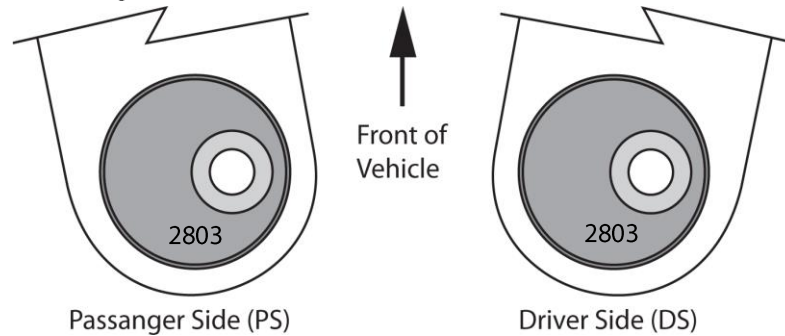
Single Offset – Passenger side castor increase & drivers side no castor change.



Kit #5112K - Alignment Correction

To counteract a strong pull to the left

Double Offset – Passenger side increase and driver side decrease castor.



Kit #5112K – Performance Settings

Double Offset – Passenger and driver side increase castor.

