

# Fitting Instructions #3461IS

## Honda Jazz GD3 (First Generation)

### Front Lower Control Arm Rear Bushing (To suit Right-hand drive vehicles)

RevA 07/21

**Note:** Polyurethane bushings 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. With the vehicle on jack stands and the wheels unsupported, remove the lower control arms;
- Remove original shell part from the control arms with the use of a hydraulic press and suitable pressing tools;

**Note:** The Rear bush has to be removed from the direction shown as below to prevent stretching the housing.



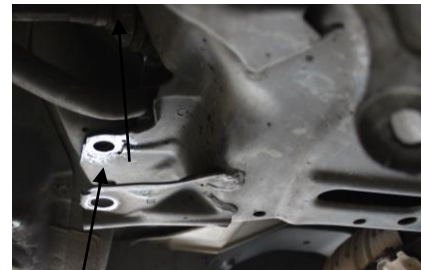
- With reference to **Table 1** and the settings required, align the bushing with the bracket so that the hole in the bushing is positioned to give the desired castor result;

**Note:** Press the new steel shell parts into the housing with reference to diagrams below;



- Using the grease supplied, generously lubricate the outside of the steel crush tube and the inside of the new polyurethane shell parts;
- Push the steel crush tubes into the new bushings, a hand press may be required to insert the steel tube, as there can be significant crush;
- Grease the faces of the spacer washers, and push them onto the tubes. The spacers are to be arranged as depicted in the diagram below (Larger face of spacers must face the new bushing);
- Refit the control arms with the new bushes and washers into the vehicle.

**Note:** Locate the step of the polyurethane washer onto the 'pocket' in the chassis and fit the rear bush first with the arm at 90 degrees to the front.

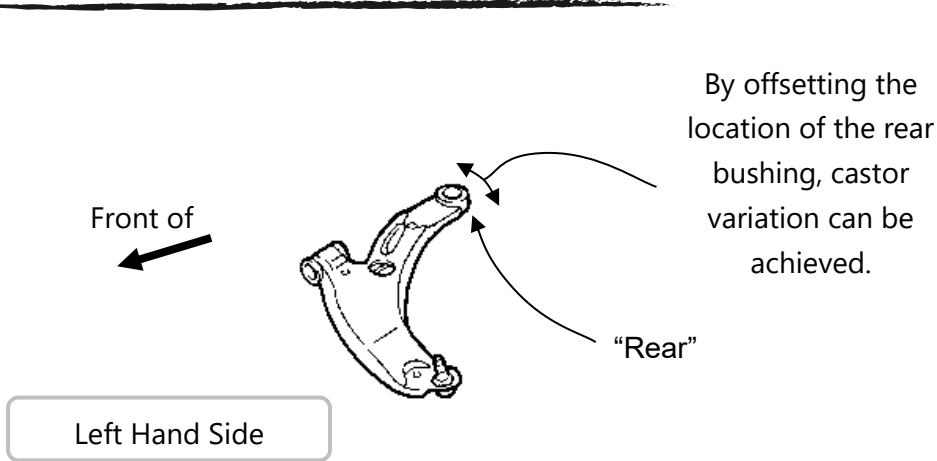


Pocket

Then, rotate the arm to the front and fit the ball joint into the hub. Lastly, fit the front bush position into the chassis.

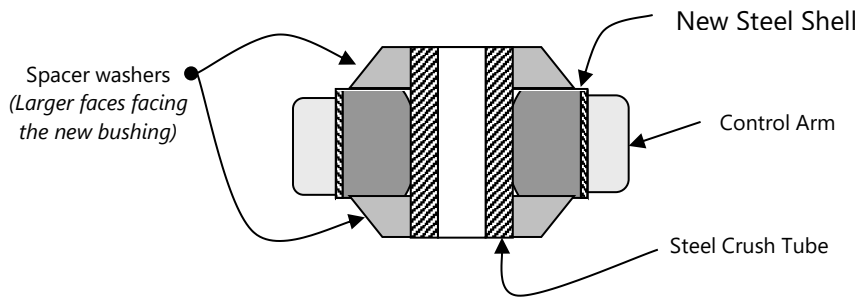
- Wheel align vehicle and check new settings;
- All mounting bolts are to be torque to manufactures specifications

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**Figure 1.**

Side view of assembled new part in control

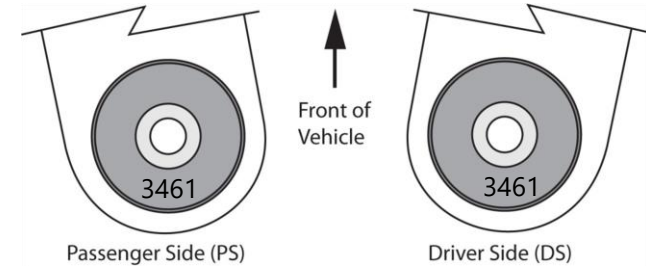


*Note the orientation of the Spacer Washers.*

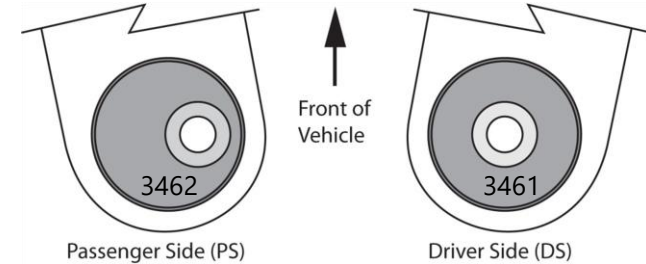
**Figure 2:** Spacers Arrangement.

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

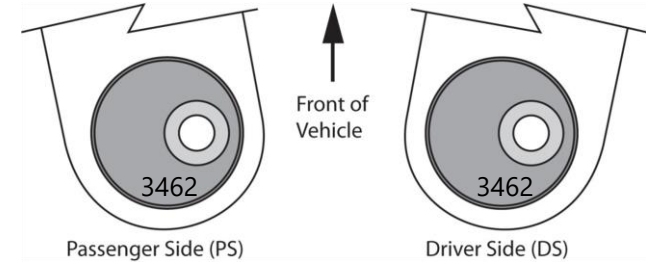
**Kit #3461K** – Standard Replacement. No castor change.



**Kit #3463K** – to counteract a slight pull to the left  
Single Offset, passenger side increase, driver side no change.



**Kit #3462K** – to counteract a strong pull to the left  
Double Offset, passenger side increase drivers side decrease



**Table 1:** Illustration of Castor Settings