

Fitting Instructions #4690IS

Toyota Prado

Front Lower Control Arm Inner Front Bushing



Caution: Proper service and repair procedures are essential for safe and reliable installation of chassis parts, and require experience and tools specially designed for the purpose. These parts MUST be installed by a qualified mechanic; otherwise an unsafe vehicle and/or personal injury could result;

- Wheel align the vehicle before the job has started and check the camber/caster readings;
- Jack vehicle up on hoist/stands;
- To remove the front lower control arms from the vehicle the camber adjustment sleeves must first be removed. It should be noted that these might be seized in place by corrosion. Also of note is the fact that these sleeves are made of a harder than ordinary steel and the use of a power hacksaw may not be an option;

Note: Be careful not to damage or distort arm or chassis in the areas around bushings.

- It is suggested that if the sleeves cannot be turned with a spanner, they will probably need to be replaced with new items;
- The eccentric - snail adjustor can be removed from the end of the sleeve, but the sleeve should still be withdrawn towards this end as the splines will not pass through the tube in the bush;
- It was found that a draw bolt system removed the sleeve most efficiently but it was necessary to use stronger than standard materials, mild steel will not do the job;
- If applying heat in an attempt to break the corrosion bond, take care not to apply sufficient heat to un-bond the rubber from the crush tube;
- Remove the control arm bushes, and clean out the holes in the control arm and paint the eyes if they need to be;
- Using a hydraulic press and appropriate pressing tools press the new bush in making sure to fit the offset to the settings you require (around 0.6 degree camber change with maximum offset);
- The bushes fit in the same way as the original bushes, see diagrams in the next page;

Note: Use a plate disc and press on the end of the urethane part of the bush as per photos and sketches over page.

- Use the grease supplied to lubricate the inside of the new bush, outside of the crush tube and the non-knurled face of the washers;
- Push the crush tube in and then line up the washers with the knurled faces pointing out on both sides and use a vice, etc., to press the washers onto the step of the crush tube;
- Refit the control arms and carry out a front wheel alignment;
- Recheck all bolts after 1000km or 1 month;
- Manufacture's torque setting must be used on all bolts.

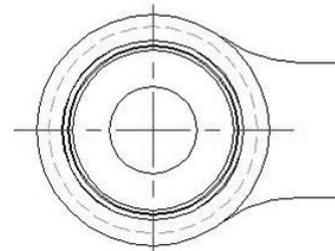
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Front Bush
SPF4690K – Standard
SPF4691K – Offset

View from Rear of RHS

Standard



Negative Camber Increased
for Raised Vehicles

