

Install Guide

Performance Front Control Arm - Lower Inner Bushing

Application - Tesla 3 / Tesla Y
- 2017-on

(Always refer current catalogue listing)

Contents - 2x zero compliant sealed bearings
- 4x reinforcement tubes

WHITELINE performance control arm bushing offers a zero compliant sealed and sealed steel ball (spherical joint). The result is a significant improvement in steering response, driver feedback and corner speed.

- Raise vehicle evenly and safely support.

Never rely on a jack only.

- Proceed to remove front wheels. Next, un-bolt the vehicles plastic under car front tray.



It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

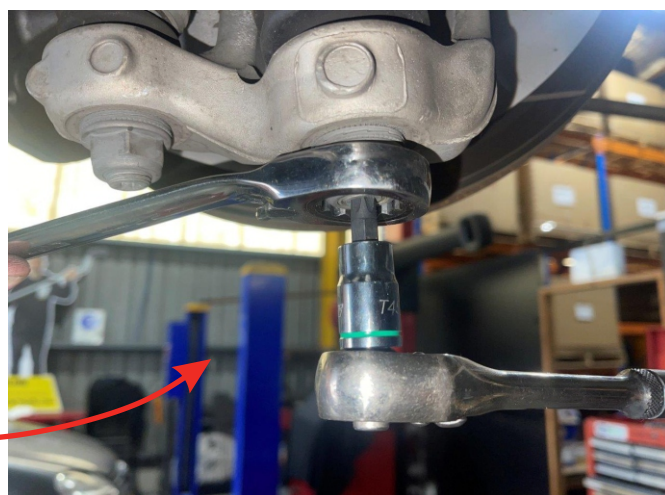
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- Un-bolt and remove the front lower control arms from vehicle.

Note the outer ball joint may need to be loosened as per the RH image



- Un-bolt the inner mount point as per the LH image.

- Lastly, un-bolt the lower shock bolts

Tip - do not loose or discard the conical washer on ball joint stud (sits next to rubber boot).

- Using a hydraulic press, press out the old rubber bushings.

**Important - the bushing OD is 60.2mm.
Use a support ID of 60.5-64mm
Use a press OD no bigger than 59mm**

- Refer WHITELINE Press Tool Kit tubes No7 and No10.



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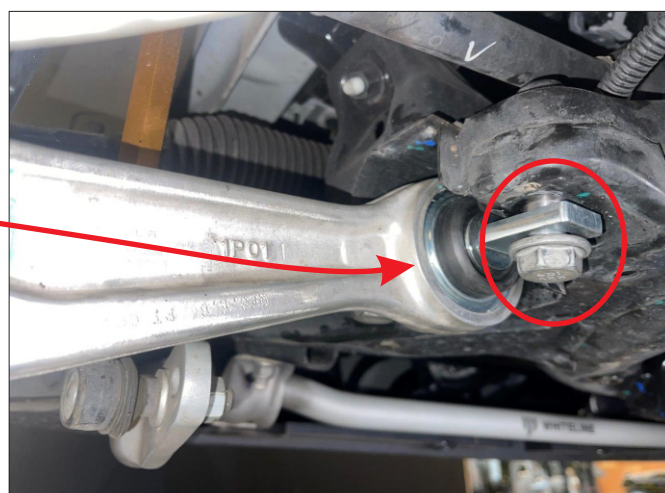
- Press new bearing into control arm. Refer RH image - the bearing should sit central in arm.



- Proceed to bolt arm in vehicle with supplied reinforcement tubes and original bolts.

Important - refer LH image of reinforcement tubes positioned, inside the bolt holes, in the sub-frame.

- The 1045 material steel tubes help to increase the strength of the sub-frame mounting area. These tubes control the stress during high speed corners with high grip tyres.



- Tighten the inner bolts to **95lb-ft (125Nm)**
- **A wheel alignment is recommended soon after install.**
- Re-check all bolts after 500kms.