



Instructions

Front Radius Arm Bushing - Anti-geometry + caster + low compliance

Note - This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Application - Tesla Model 3

(Refer current catalogue for complete listing)

Contents - off-set MOTORSPORT bushings x2
- Geometry spacers x2

WHITELINE recommends wheel alignment settings are noted before disassemble.



WHITELINE performance radius bushings offers 0.5 degrees of static caster increase over original factory value. In addition, the low compliance synthetic elastomer material maintains wheel alignment settings - offering superior turn in and braking performance.



1. Raise vehicle evenly and safely support.

Never rely on a Jack only

2. Start by removing the front plastic under-tray.

Refer LH image

Proceed to page 2 -

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.

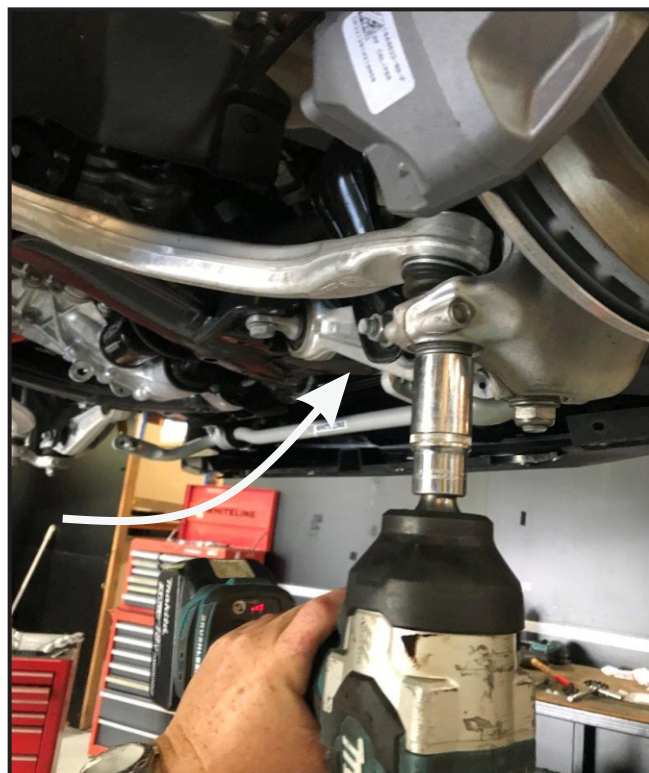


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3. Un-bolt radius arm from vehicle - loosen and remove ball joint nut and vertical bushing nut and bolt (do not discard)



Note - turn hub lock to lock to help remove arms from car

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4. Use a hydraulic press to press out original rubber bushing,

Note - top press tool OD should not be larger than 69mm.

Bottom press tool ID should not be smaller than 71mm

5. Press new bushing into aluminium arm - careful to not damage arm.



Note - there is a small chamfer on the aluminium arm - to help with press in.

Place the bushing part number so that it points towards ball joint.

Refer LH image.

Part number

Refer page 4 -

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6. The supplied gold spacer will sit on top of bushing during install.



7. Bolt arm back in vehicle using original bolts.

IMPORTANT - a wheel alignment will be required immediately after install.

8. Re-check all bolts after 200kms

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