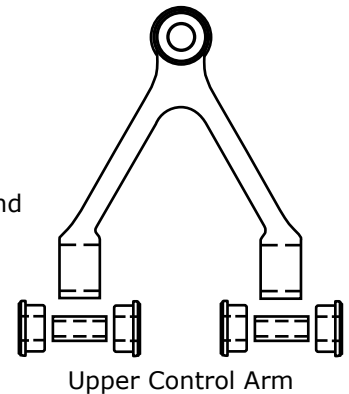


INSTRUCTION SHEET
FRONT POLYURETHANE CONTROL ARM BUSHING KIT
S1-2002 1992-1996 SC300/SC400 (JZZ31/UZZ30)

CAUTION! Due to the nature of the parts being installed, it is highly recommended that this installation be performed by a qualified mechanic or technician!

UPPER CONTROL ARMS

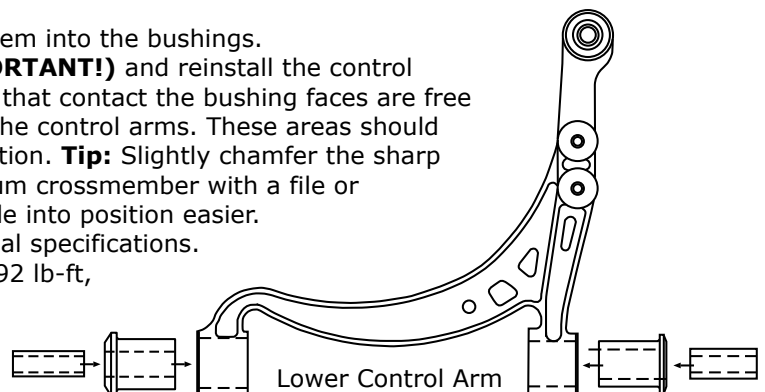
1. Remove the upper control arms from the vehicle as per factory service manual instructions. Take extreme care not to damage the ball joints - especially the ball joint threads/nuts/boots.
2. The original rubber bushings along with the original inner steel sleeves will need to be removed from the arms. The sleeves will not be reused. Removal is best accomplished by heating the outside shell area with a torch and carefully sliding the bushing out (once the outside rubber begins to bubble and melt). **CAUTION!** - Care must be taken not to damage the control arms or outer metal shells.
3. **The insides of the original bushing mounting areas must be completely free of all excess rubber, dirt, corrosion, etc. before installing the new bushings.** This can be accomplished with a wire brush, solvent and/or fine grit sandpaper.
4. Grease new bushings and insert them into the control arms.
5. Grease supplied metal sleeves and insert them into the bushings.
6. **Grease the faces of the bushings (IMPORTANT!)** and reinstall the control arms. Be sure that any areas that contact the bushing faces are free from any dirt or corrosion before installing the control arms. These areas should also be greased prior to control arm installation.
7. Torque all hardware to factory service manual specifications.
(Control arm bolts 121 lb-ft, ball joint nuts 76 lb-ft)



Upper Control Arm

LOWER CONTROL ARMS

1. If the vehicle will not be aligned immediately after installation, be sure to mark current alignment settings on all four adjusting cam bolts before any work is started.
2. Remove the lower control arms from the vehicle as per factory service manual instructions. Take extreme care not to damage the ball joints - especially the ball joint threads/nuts/boots.
3. The original inner metal sleeves and rubber bushings will need to be removed from the arms. **The inner steel/aluminum sleeves will be reused**, and should be removed from the original bushings first. This is best accomplished by heating the center sleeve with a torch and sliding the sleeve out (once the outside rubber begins to bubble and melt). The remainder of the rubber bushing can be removed by heating the outside shell area in a similar manner and prying/pushing the rubber out. **CAUTION!** - Care must be taken not to damage the control arms, inner sleeves or outer metal shells.
4. **The outer shells and inner sleeves must be completely free of all excess rubber, dirt, corrosion, etc. before installing the new bushings.** This can be accomplished with a wire brush, solvent and/or fine grit sandpaper.
5. Grease new bushings and install them from the outside as shown in the illustration below. Be sure that the flange of the bushing seats completely against the original steel shell.
6. Grease **original** metal sleeves and insert them into the bushings.
7. **Grease the faces of the bushings (IMPORTANT!)** and reinstall the control arms. Be sure that the areas on the vehicle that contact the bushing faces are free from any dirt or corrosion before installing the control arms. These areas should also be greased prior to control arm installation. **Tip:** Slightly chamfer the sharp corners/edges on the bottom of the aluminum crossmember with a file or grinder to allow the forward bushings to slide into position easier.
8. Torque all hardware to factory service manual specifications.
(Control arm bolts 166 lb-ft, ball joint nuts 92 lb-ft,
shock absorber bolts 106 lb-ft,
sway bar link nuts 47 lb-ft)



Lower Control Arm