

REAR URETHANE BUSHING KITS

122-4-3114-G Rear

122-4-3115-G Rear

INSTALLATION INSTRUCTIONS

555-4004 Upper Rear

555-4434/555-4435 Lower Rear

General: Observe all safety rules. Place car on jack stands with rear suspension unloaded. Never work under a car that is only supported by a jack. Consult a Ford Service manual for proper jacking points and safe jacking procedures. To keep the axle properly positioned, it is recommended to remove only one control arm at a time.

REMOVING THE CONTROL ARMS:

Follow a Service Manual for the complete procedures for removing and installing the control arms. The upper arms are simply unbolted and removed. The lower arm must be supported with a jack under the spring. Disconnect the rear swaybar. Remove the rear control arm bolt and slowly lower the jack until the spring tension is released. Remove the spring and finally the front bolt.

REMOVING THE OLD RUBBER BUSHINGS FROM THE BUSHING SHELL:

THE ORIGINAL OUTER STEEL BUSHING SHELL MUST BE RE-USED. **DON'T REMOVE THE SHELL FROM THE CONTROL ARM OR AXLE HOUSING.** The rubber bushings can be removed from the outer shell with either a Torch or a Drill. The Drill method is the only recommended way for the rear upper control arm bushings, to avoid a fire hazard under the vehicle.

With a Drill:

Drill out the old rubber bushing using a 3/8" drill bit positioned as shown in the accompanying illustration. Drill into the old rubber, close to the outer metal shell so that the drill bit rubs against it. Let the twisting of the drill walk the bit around the old bushing, separating it from the outer metal shell. Pull back on the drill while drilling and the old bushing will be pulled out by the twist of the drill bit. Remove any remaining rubber from the shell with a wire brush or Scotch Brite™ pad.

With a Torch:

Use a propane or similar torch to heat the steel shell surrounding the rubber bushing. Don't torch the rubber directly, instead just heat the steel shell until the rubber starts to smoke from the heat transferred through the metal. Be sure to wear goggles, long pants and a long sleeved shirt and gloves. The rubber may bubble and pop while it is being heated. **BE CAREFUL NOT TO TOUCH THE RUBBER OR BE HIT WITH SPLATTER FROM THE BURNING RUBBER. MELTING OR BURNING RUBBER CAN STICK TO SKIN, CAUSING SERIOUS BURNS.** Heat evenly all around the bushing until the bond between the rubber and steel melts. Use a screwdriver to push the rubber out of the shell. It will come out in one large piece. Remove any remaining rubber from the shell with a wire brush or Scotch Brite™ pad.

INSTALLING THE NEW BUSHINGS:

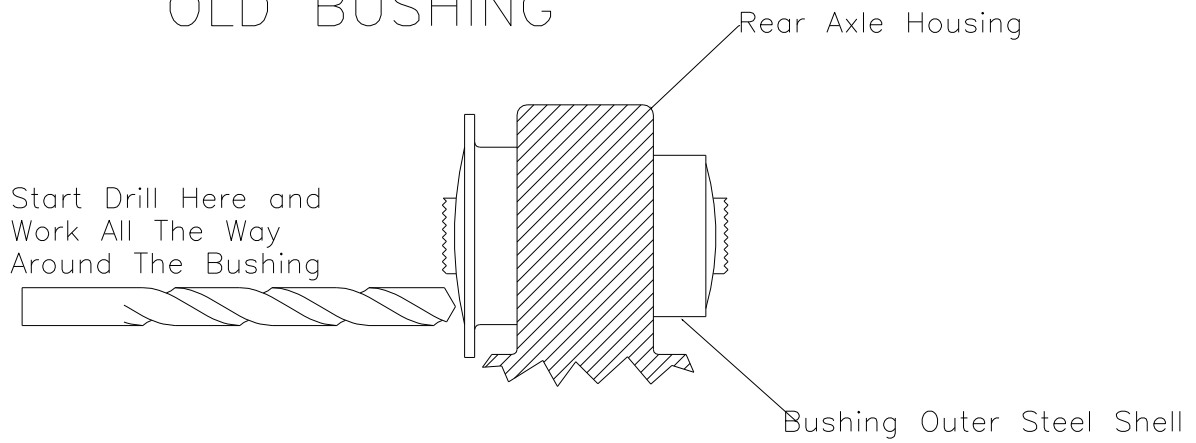
Lubricate the bushing, thrust washer, steel sleeve, and outer shell with a sticky grease. Teflon based marine grease works well because it doesn't wash off, lithium grease can also be used. Push the urethane bushing into the outer shell until the bushing flange rests against the flange on the shell. Tap the steel sleeve into the center of the bushing with a hammer. Install the thrust washer over the other end of the bushing, around the outside of the outer shell, with the part numbers facing away from the bushing as shown in the accompanying illustration.

INSTALLING THE CONTROL ARMS:

Install the arms on the car in the reverse procedure of removal. **Note:** it may be necessary to manipulate the axle with a hydraulic floor jack and use a drift pin to line up the bolt holes.

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OLD BUSHING



NEW BUSHING

