

DID YOU KNOW?

TIGHTEN BUSHING BOLT ON VEHICLE SUB-FRAME

ADVICE FOR THE PROFESSIONAL DYK21-05

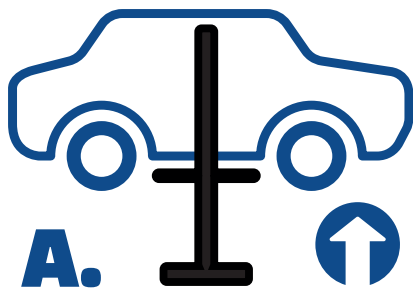
OVERVIEW

When fixing track control arms to the vehicle sub-frame, never fully tighten the nuts and bolts until the vehicle is grounded i.e. figure B.

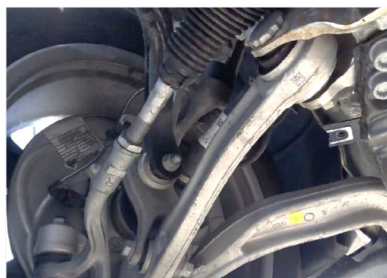


INSTALLATION TIPS

If track control arm bushings are fully tightened while the vehicle is 'hanging' (e.g. figure A; upper position on a car lift), the new bushes will be 'pre-stressed' when the vehicle is returned to its neutral position (figure B).



This 'pre-stressed' condition will inevitably cause extremely premature wear of the track control arm bushes.



Tightened track control arm bushings with 'hanging' wheels (figure A)



Movement of track control arm when lowering vehicle.



Premature wear of the track control arm bushes.

To avoid initial over-tightening, limit the first torque to a value which allows the bush inner tube to rotate within its seat while the vehicle is progressively recovering its neutral position. Once the vehicle is fully grounded the final torque value can then be applied.

1. 'Pre-tighten' at a limited torque value, while the vehicle stands on the lift (figure A)
2. Apply the final torque value once the vehicle has recovered its neutral position (figure B)

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