

# CASTER OFFSET

## FRONT LOWER CONTROL ARM REAR BUSH

### UNIVERSAL FITTING INSTRUCTION

Code: Z5101

Caster bush kits are designed to improve handling performance, vehicle straight line stability as well as cornering grip through increased static caster and dynamic negative camber gain. Polyurethane bushings also improve steering response and feedback.

We recommend that all work be carried out by a qualified technician. Sound motor vehicle mechanical knowledge is expected. In some countries and states, fitment may only be legally performed by a licenced mechanic. Check the regulations in your area.

Caster Kit components will vary depending on the individual product and application.

#### Caster Kit fitment and adjustment.

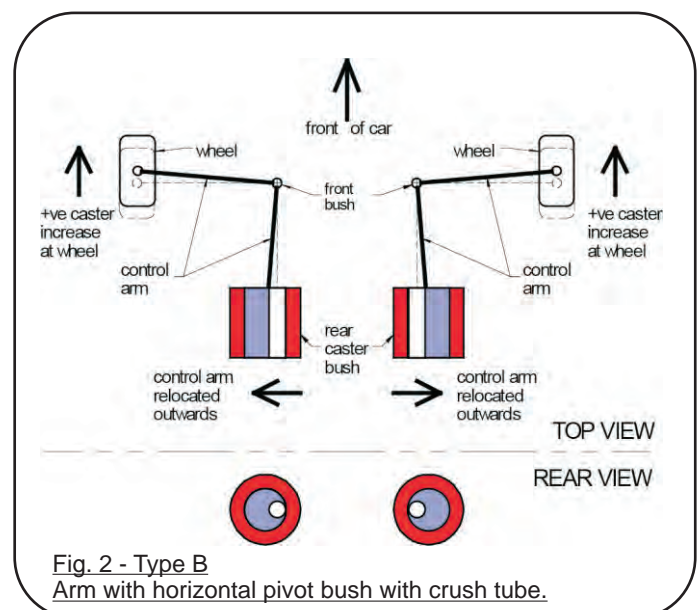
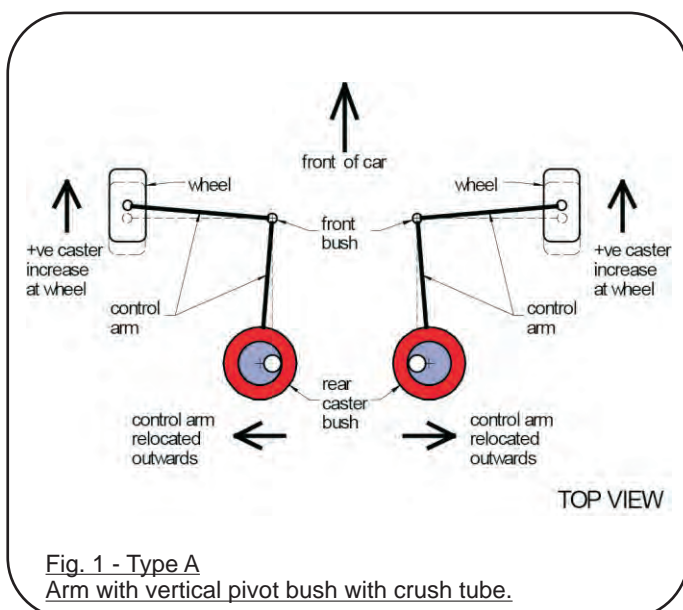
1. Measure wheel alignment settings prior to commencing any work.
2. Raise front of vehicle, support on safety chassis stands or hoist, and remove front wheels.
3. Remove lower control arm from vehicle. In some cases, it may be necessary to remove other suspension components.
4. Remove original rear bush from lower control arm or housing using suitable tools. In some cases, workshop press may be required.
5. Clean any flaking paint, rubber and dirt from bush housing, smear grease supplied only onto the bore and flanges of the bushes and fit to control arm or housing.

*Note: While some Caster Kit types are pre-set for extra caster (not adjustable) and some types are adjustable, all are designed to improve handling performance by increasing and maximizing caster settings on one or both sides of the vehicle. For correct fitment and alignment of bushes and crush tubes, refer to Fig. 1 for vertical pivot bush, or Fig. 2 for horizontal pivot bush.*

6. Refit lower control arm, and lightly tighten all fittings.
7. Refit wheels, lower the vehicle and settle suspension. DO NOT drive at this stage.
8. With the suspension settled, and the vehicle at normal ride height, tighten all fittings to original manufacturers torque specifications.
9. Test drive the vehicle, and re-check all fittings.
10. Measure new wheel alignment settings, and adjust as required.

#### Post installation check and maintenance.

- Re-tension all fittings after a settling-in period, but not later than 100kms (60miles) after installation.
- For noise and friction free operation, carry out periodic inspections and maintain proper bush lubrication.



**Warning:** Please drive carefully while you accustom yourself to the changed vehicle behaviour.

# Installation Guide

## Front Lower Control Arm Rear bush

Suits: Holden cruze JG 09-on

Z 5191

*(Always refer to the current catalogue for complete application listings)*

N.B: This installation guide should be used in conjunction with the workshop manual.

### Drivers side rear mount - rear view void orientation

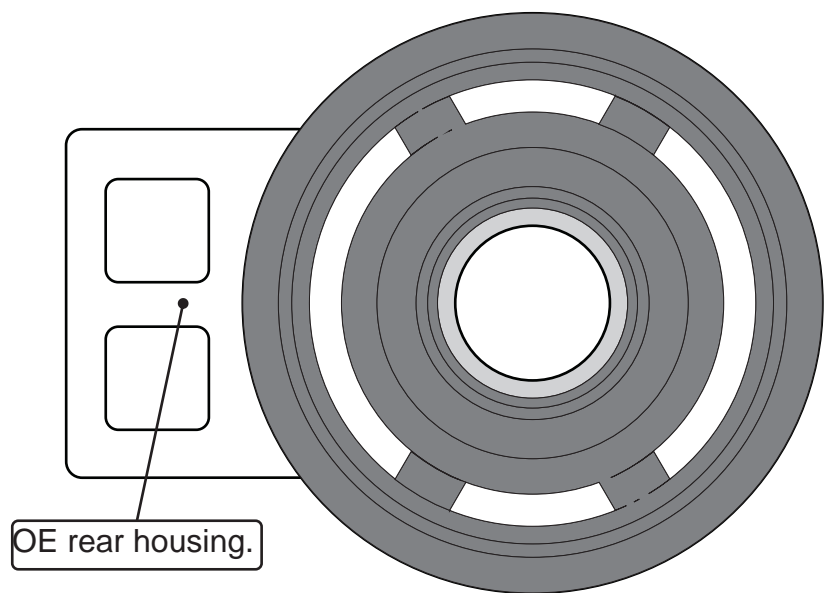


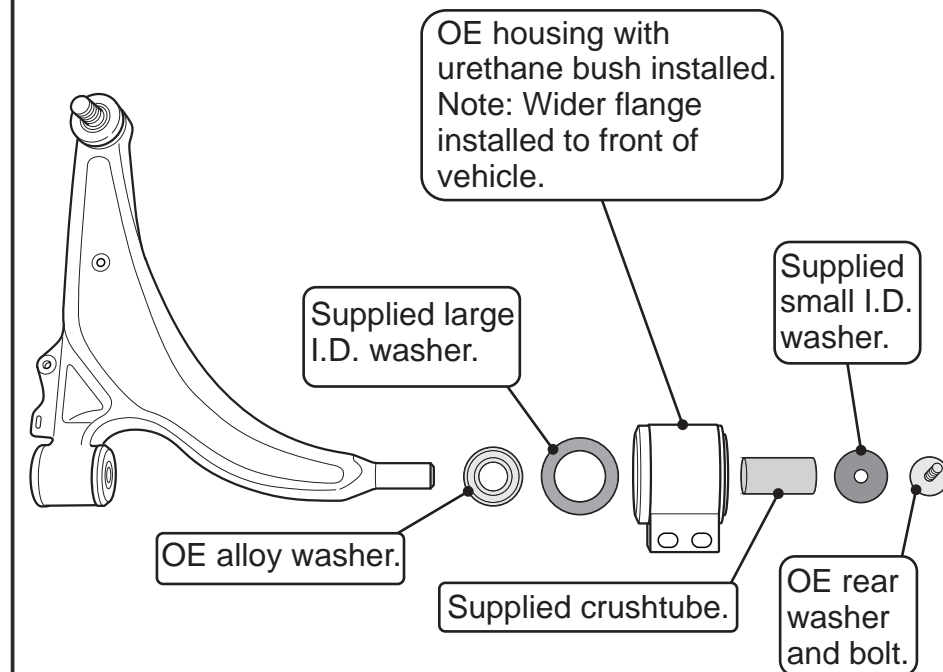
fig.1

Remove the arm from the vehicle and remove OE bush from rear housing, Press urethane bush into housing ensuring the void orientation is the same as shown in fig1. and the wider flange is facing toward front of vehicle.

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

Greasing note:  
Where all washers and crushtubes come in contact with urethane bush all mating surfaces must be greased prior to installation.

### Drivers side arm assembly diagram



Crushtube note:  
One end of crushtube I.D. is tapered, The tapered end of the crushtube must be installed toward the front of vehicle.