

**Holden Commodore, Toyota Lexcen, Chevrolet Lumina & Pontiac GTO
I.R.S- BUSH REMOVAL AND FITTING INSTRUCTION**

All work to be carried out by a qualified trades person. For ease of fitment it is recommended that this process be carried out on a 2 post hoist.

The first step in the removal of the IRS bushes is to remove the bolts which run through [the rear control arm bushes](#) . This is done as follows....

1. To remove the inner bushes you may need to remove the rear section of the exhaust system, which will give you clearance to both remove the bolt and swing the arm down towards the ground .(Note: the removal of the exhaust system does not apply to all vehicles.)
2. To remove the outer bushes you will need to remove the plate and large bolt which runs through the subframe mount on the front of each side of the subframe. The subframe will need to be supported , and when lowered slightly will give clearance for the outer bolts to be removed.
3. You may now swing the control arms down far enough to give you clearance for bush removal.
4. Using a sharp knife cut the flanged end of the rubber bush off the end of the eye which you intend to draw the bush through. This will provide a flat base for the removal cup to seat square.
5. Lubricate the bush to ease the removal process.
6. Lubricate the draw bar of the fitting tool with grease before fitting. The removal tool may now be fitted as per the photo provided.
7. Once fitted the bush can be simply removed by tightening the nut, thus drawing the bush into the removal cup. Make sure you keep the removal tool square at all times, and the bush well lubricated.
8. Once the rubber bushes are removed clean and dry the eyes on the control arm in preparation for the IRS adjusters.
9. Fit the bushes to the arms. Now with the grease provided grease the internal bore of the blue bushes and the outside of the gold tubes. The tubes may now be inserted into the bushes. Grease the ends of the bush assembly , also greasing the faces of the channel where the bush face will seat.



NOTE: FOR ALL APPLICATIONS N61309 MUST BE FITTED TO THE INNER/OUTER PIVOT POINTS. N62927 MUST ONLY BE FITTED TO THE OUTER PIVOT POINT IN CONJUNCTION WITH N61309 ALREADY INSTALLED AT THE INNER POINT



10. Raise the arm back up into position and fit the locking bolts supplied. Use the flange nuts supplied to draw the knurled section of the bolt into the tube. Now remove the flange nut and replace with the locking nut supplied.
11. Refit subframe mounting bolts, and exhaust if necessary. The vehicle is now ready to be wheel aligned.
12. After wheel alignment the vehicle must be checked for driveshaft endfloat, and may need to be re-aligned to gain this.
13. The vehicle may now be road tested , after which all work performed must be re-checked.



N61309



N61309S



N62927



N62946

Bolt Torque Specifications: 95-105Nm

Wheel Alignment Specifications:

Toe: +1mm +/- 0.2mm

Camber: -1.5 degrees +/- 0.5 degrees

This procedure must be carried out by a qualified person