

**Removal of rubber bushings bonded to original outer steel  
shell then removing the shell  
(Where press is not available)**

**Stage 1:**

- Remove control arms from the vehicle
- The rubber bushing, centre crush tube & outer shell bonded to rubber, must be removed,

**Options below**

- A) Option: Use an Oxy-acetylene or other heat source to **warm** outer casing which encases the steel shell; this will destroy the rubber bond allowing delamination of the rubber from the shell.
- B) Option: Drill holes in the rubber and cut the rubber out.
- C) Option: Use Hole saw and electric drill to remove rubber.

Please visit our web site [www.polytuff.com.au](http://www.polytuff.com.au) for Video on full rubber removal and fitment where original shell is to be left in arm & re-used. See link [www.youtube.com/watch?v=jC2xmp15WZ0](http://www.youtube.com/watch?v=jC2xmp15WZ0)

**NOTE: You only want to watch & implement the first section of this youtube video, as you 'MUST' remove the original shell from arm when fitting this kit.**

**Stage 2:**

Once rubber has been removed, check closely for directional shells, some shelled bushings only go in & out from one direction, if you push a shell out in the wrong direction there is a chance you will open the eye.

- 1) Split a hacksaw and place blade into hole of arm,
- 2) Re-assemble hack saw while blade is in hole
- 3) Cut the shell in 2 x places, taking care not to cut into the arm housing,  
"Most times only one cut is needed" (Don't panic if you go a little deep into casing)  
**Note:** Reciprocal saw is also excellent for completing the above process
- 4) Take a Screwdriver / Punch & Hammer then proceed to push the shell out. Any damage incurred during process you must use a file & sand paper to clean up. All sharp exposed edges must be smoothed as it will cut the bush on fitment and or during operation voiding your warranty.

**Stage 3:**

Fit the supplied bushing into the hole, apply supplied grease in the hole of the bush filling the internal knurling, some grease can also be applied on the outer large face, then fit the crush tube only after bush has been fitted to arm.

- Inspect all mounting bolts / nuts and replace where needed.
- Refit arm to vehicle and tighten all nuts & bolts to manufacturers torque settings.
- Carry out wheel alignment on vehicle.
- Recheck torque settings after 100km