

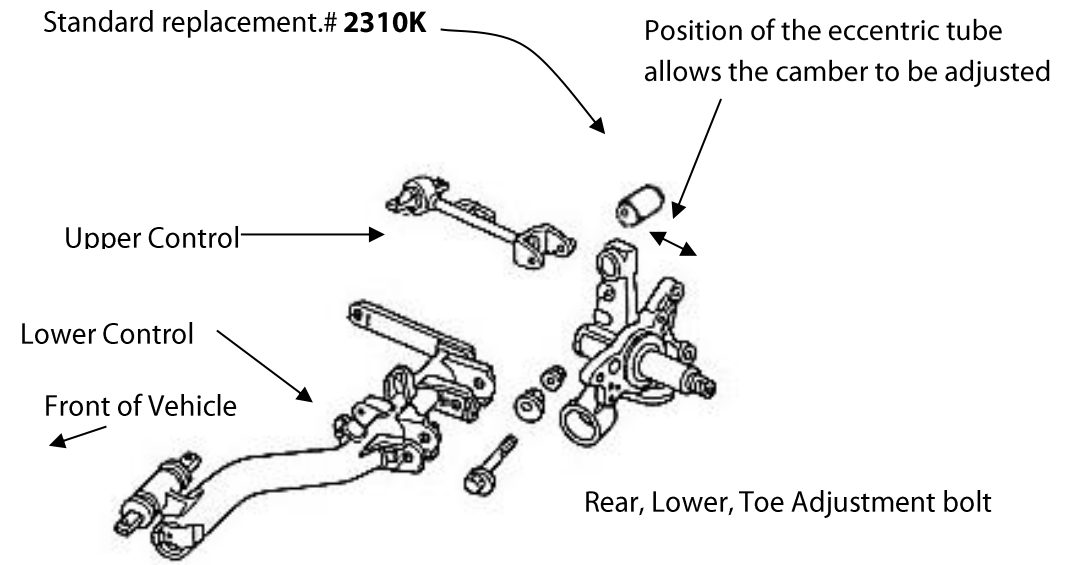
Fitting Instructions #2310IS

Honda Civic, CR-V, Integra

Control Arm Upper Outer Bushing



- Wheel-align the vehicle before the job is started and note the rear settings.
 - If the rear camber readings are O.K. – Then #2310K may be fitted as a standard replacement (no camber change);
 - If the vehicle is lowered and has excessive negative camber, the #2311K may be used, to reduce the amount of negative camber (stand the wheel up);
 - If the vehicle requires more negative camber then the #2311K may be used to increase the amount of negative camber (leaning the wheel in).



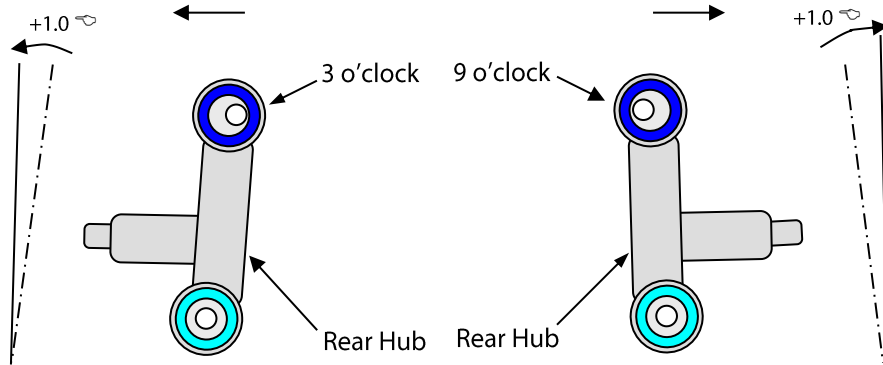
Left Hand Side Shown

- For detailed instruction of how to remove individual parts please refer to your workshop manual;
- Remove the Rear Upper Control arms and hub if required;
- With the use of a hydraulic press and suitable pressing tools, remove the upper bushing and steel outer shell (with suitable tooling and threaded rod this can be done with the hub still mounted on the vehicle);
- Using the grease supplied, lubricate the inside of the hub location and install the new polyurethane cotton-reel parts;
- Generously lubricate the inside of the new polyurethane parts and the outside of the steel crush tubes. Push the steel crush tubes into the bushings. With reference to the adjustment required, align the holes in the steel tubes to give the desired result i.e. increase or decrease camber. A hand press or multi-grip pliers may be required to insert the steel crush tubes;
- Grease the faces of the new bushings and the areas on the chassis or washers that the bushing will contact. Refit the control arms into the vehicle;
- Wheel-align vehicle and check new settings, adjust if necessary;
- All mounting bolts are to be torqued to manufacturer's specifications with the vehicle at ride height.

As viewed from the rear of the vehicle, looking forward on rear arms

To Reduce "Excessive Negative" Rear Camber

Position the eccentric hole in the crush-tube inwards to make the camber more positive (Stands the wheel up)



To increase "Negative" Rear Camber

Position the eccentric hole in the crush-tube outwards to make the camber more negative (Leans the wheel in)

