

## Changing front ARB Bushes

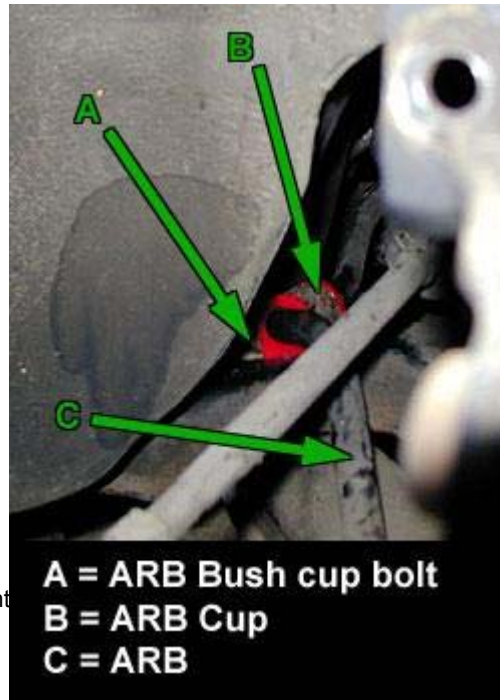
There's nothing difficult about this job, it's just a bit tricky.

You will need

- Jack
- Axle Stands
- Socket Set (17mm + extender bar)
- Spanner Set (12mm)
- Breaker Bar (probably)
- New ARB Bushes (obviously)
- A block of wood

The first thing you need to do is to remove your wheels. Use the block of wood to prop under another wheel so the car doesn't roll and make sure your handbrake is on and the car is in gear. Jack the car up and rest it on the axle stands. Remove the front wheels as you would normally.

You now need to remove the drop links so it might be a good idea to replace them with new ones. [Click here](#) to find out how.



Once the droplinks are out, you then need to drop the suspension sub frame slightly. To do this, you need to remove three 17mm bolts on each side of the car. There is one near the hub, and two back at the suspension pivot point. You might have to use the breaker bar on these and you'll need the extender bar on the front one. Once these have been removed, the suspension sub-frame can move about. Don't worry, the tops of your suspension struts will stop it dropping on the ground, and removing these lower bolts allows you enough access to the bush mounting points.



It now gets tricky. You need to remove a 12mm bolt which secures a cup over the bush. To do this, you need to lever down the suspension arm while putting the spanner around the back. You'll only be able to move the bolt 1/8th turn at a time, but persevere and it will work.

After putting 5 pounds in the swear box, remove the cup and the bush. Give everything a clean and put the new rubber in place. Re-fit the cup (slotting the front edge into the hole in the suspension arm, and lining up the bolt hole at the rear). Get the swear box stocked up again as you put the bolt back in, working the spanner while levering the

suspension arm down a bit to allow access.

It may be the case that the new bush is slightly larger than the old one, in which case the cup will sit up a bit and the bolt may not catch the thread. In this case, it would be a good idea to pass through a rod from above (ie, down the back of the engine bay) and press down on the cup while working the bolt in. A mate, neighbour or wife might come in handy here!

Once the bushes are in place you can re-fit the 6 suspension sub-frame bolts and tighten up. Re-fit the droplinks and the job's done. Take the swear box to the



pub and enjoy a few pints.

