

# Instruction Sheet

Z5097A

## Front Upper Control Arm Inner - Adjustable Bush Kit

Suits: Chrysler 300C LE 11/05 - on, Dodge Charger 11/05 - on,  
Dodge Magnum 11/05 - on

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

**N.B:** This instruction sheet should be used in conjunction with the workshop manual

<b>CONTENTS:</b>	5569A REPLACEMENT BUSHES	x 4	FITTING INSTRUCTIONS	x 1
	CRUSH TUBES	x 4	GREASE SACHEL	x 1
	LONG BOLT AND LOCK NUTS	x 4	SHORT BOLT	x 4

1. Raise the front of the vehicle and support on chassis stands.
2. From under the bonnet, remove the coolant overflow tank and reposition wiring loom to access front upper inner control arm retaining bolts. **REFER FIG. 2.**
3. Remove upper control arm retaining bolts and discard. The bolts are no longer required when installing the front upper control arm camber/caster offset kit.
4. From under the fender/guard panel remove the wheel and front upper inner control arm.
5. Once the upper control arm is removed from the vehicle, take a measurement between the inner edges of the bushings for use when re-installing replacement bushings. Failure to use this measurement may result in noisy bush operation or premature failure of replacement bushings. **REFER FIGS. 1 & 3.**
6. Using a suitable press tool remove and discard the old control arm bushings.
7. Ensure all sharp edges, burrs and rust is removed and inspect the arm for serviceability. Replace or repair as necessary.

**NOTE:** It is critical that the front bush be installed correctly first to obtain the best results and bush service life. Failure to install the front bush first may lead to noisy operation of premature bush failure.

8. Install the 5569A replacement bush into the FRONT mounting point first, pressing the bush until the step in the shell contacts the arm. **REFER FIG 1.**
9. Once the front replacement bush is installed as per step 8, install the rear mount replacement 5569A bush, repeatedly checking the distance as measured in step 5. The distance between the bushings must be the same (tolerance = +0/-1mm). **REFER FIGS. 1 & 3.**

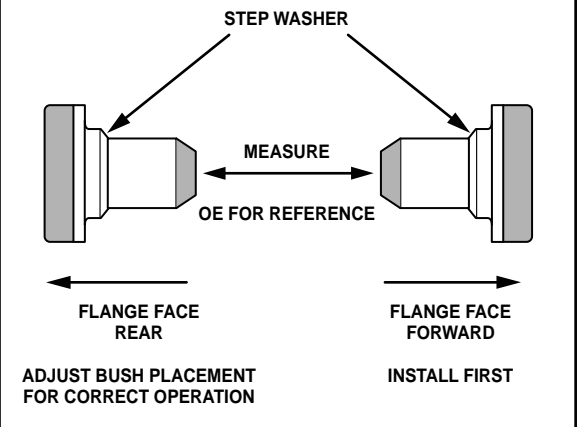
**NOTE:** If this measurement was not taken before the removal of the old bushings a measurement can be taken between the mounting points on the chassis as per FIG 3 (minus 1mm). This will give the correct amount of preload required for good bush operation.

10. Re-install the arm into the vehicle making sure there is not excessive force required to fit the bushes into the chassis flanges. If excessive force is required please recheck rear bush pressed position as the rear mounting bush may require repositioning for correct operation. **Refer step 9.**
11. Install supplied mounting bolts with the short bolts fitted from under the bonnet/hood and the long bolts with locking nuts are installed under the guard/fender for access on the wheel aligner.
12. Re-install all other removed components and road wheels.
13. Settle suspension to correct ride height and check arm installation is correct.
14. Carry out wheel alignment.

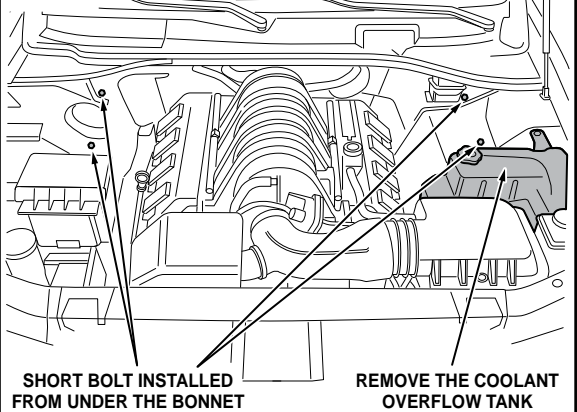
**NOTE:** To adjust bushing position, loosen the long bolt locking nut and then the short lock bolt on each arm mounting point. Re-tighten all hardware after adjustment.

15. Road test.

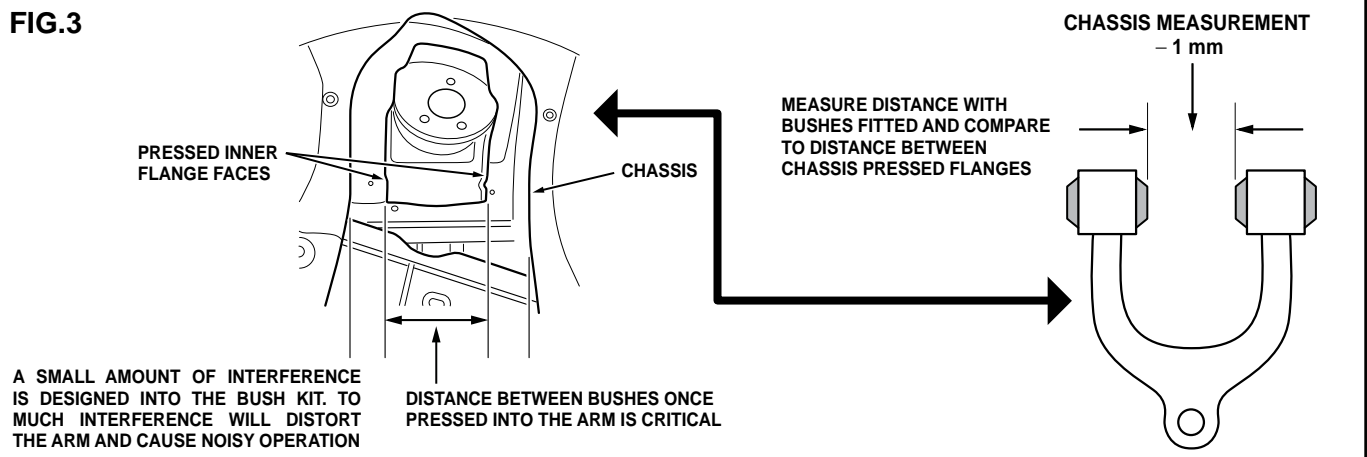
**FIG.1**



**FIG.2**



**FIG.3**



**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.