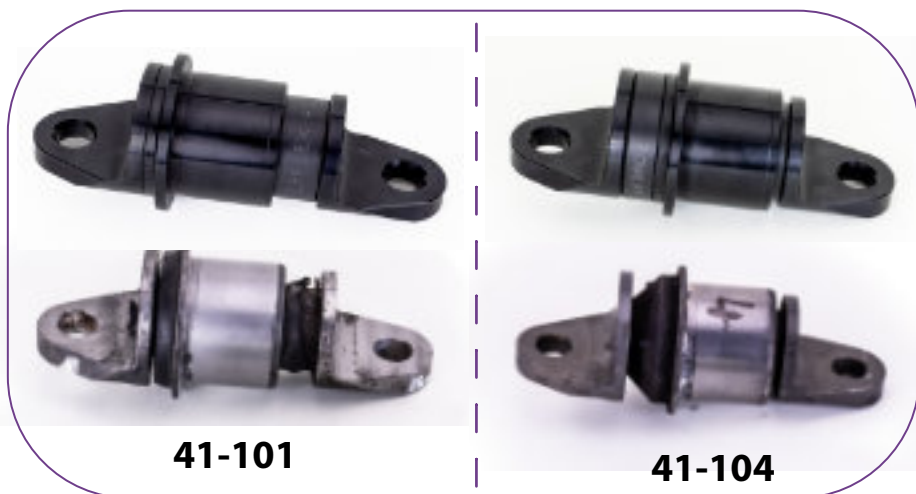


**PART NUMBER****PF41K - 1001****DESCRIPTION****MCLAREN FRONT/REAR WISHBONE BUSH KIT****INSTALLATION GUIDE****Product Description:**

Each PF41K-1001 kit contains 8 bush assemblies – **6 x 41-101 + 2 x 41-104**. Each kit is to replace either the complete front half of the car, or the complete rear of the car. Two complete kits are needed to replace all wishbone bushes on a car.

41-101 and 41-104 are not interchangeable and must be installed at the correct location.

Image 1**Contents:**

6 x 41-101 Bush Assembly

2 x 41-104 Bush Assembly

Please read the complete fitting instructions and check package components before fitment. These fitting instructions are to be used as a guide and in conjunction with workshop manual.

It is recommended that:

- all work to be carried out by a licensed technician;
- all safety precautions adhered to;
- wheel alignment to be checked and adjusted as required after any suspension work.
- All fasteners must be tensioned to manufacturer's torque settings.

Fitting Instructions:**PREPARATION**

1. Carefully remove the wishbone arms to be re-bushed from the vehicle. Record or mark each arm's original mounting position and orientation to ensure correct refitting.
2. On some arms the bush mounts with the larger cutout facing towards the chassis, and on some the opposite way. It is strongly recommended that photos be taken of the arms with OEM bushes before and after removal from the vehicle for future reference.
3. Prior to removing any bushes, identify and mark which arms will be fitting the 41-104 bush (image 2) and at which location.

These are:

- The front upper arm leading bush
- The rear upper arm trailing bush

(refer to image 1 for visual guidance on which bush is which)

Image 2

BUSH REMOVAL

4. Remove existing bushes using a suitable bush extractor or press. If you have purchased the PF41K-1001FT McLaren wishbone bush fitting tool, use the thick 41-101RT arm support, as shown in image 3.

FITTING 41-101 BUSHES

5. If the arm DOES NOT require a 41-104 bush, fit the 41-101 bushes by supporting the wishbone and pressing the bushes into the arm from the outside. Apply pressure ONLY to the outer metal shell of the bush assembly (image 4).

6. Repeat step 4 for all wishbone arms that DO NOT require a 41-104 bush.

FITTING 41-104 BUSHES

7. If the arm DOES require a 41-104 bush, first locate the mounting point that will take the 41-104 bush (step 2).

8. Remove the partially inserted retaining screw from the 41-104 bush (image 6) and remove the shaft, shaft head, and washers; leaving only the polyurethane / shell / bearing assembly.

9. Press in the 41-104 bush shell using a flat round plate (or the 41-101RT-B plate from Kit 41k-1001FT) a press, and a suitable extender (image 5). Press into the previously marked 41-104 location. This must be pressed from the INSIDE of the arm towards the outside.

10. Rotate the arm through 180° and press a complete 41-101 bush into the remaining bore of the wishbone.

11. Place the largest washer onto the 41-104 shaft (the washer should be the same diameter as the metal ear) and insert into the shell of the bush from the inside towards the outside, so that the washer is touching only the polyurethane bush.

Image 3



Image 4



Image 5



Image 6



12. Place the smaller washer over the remaining shaft head and align the key feature with the keyway on the shaft. Press together. All components must be pressed **FIRMLY** together before the next step. If this is too difficult by hand, apply a soft touch from a mallet.

13. Insert the retaining screw into the threaded hole and tighten to 41Nm. **NOTE:** Each screw comes pre-applied with a thread locker. If the yellow patch on the screw thread is missing or damaged, apply an appropriate thread locker before torquing up.

14. Check the assembled bush does not have any lateral motion and cannot move from side to side. The bush should be firm but able to rotate by hand.

Reference Image1



REFITTING TO VEHICLE

15. Once all bushes have been fitted to the wishbones, offer the arms up to the vehicle and refit them using OEM bolts and torqued to manufacturer's settings.

Reference Image 2

