

Replacement Bush

CX Upper Stay Bar

Replacement Procedure

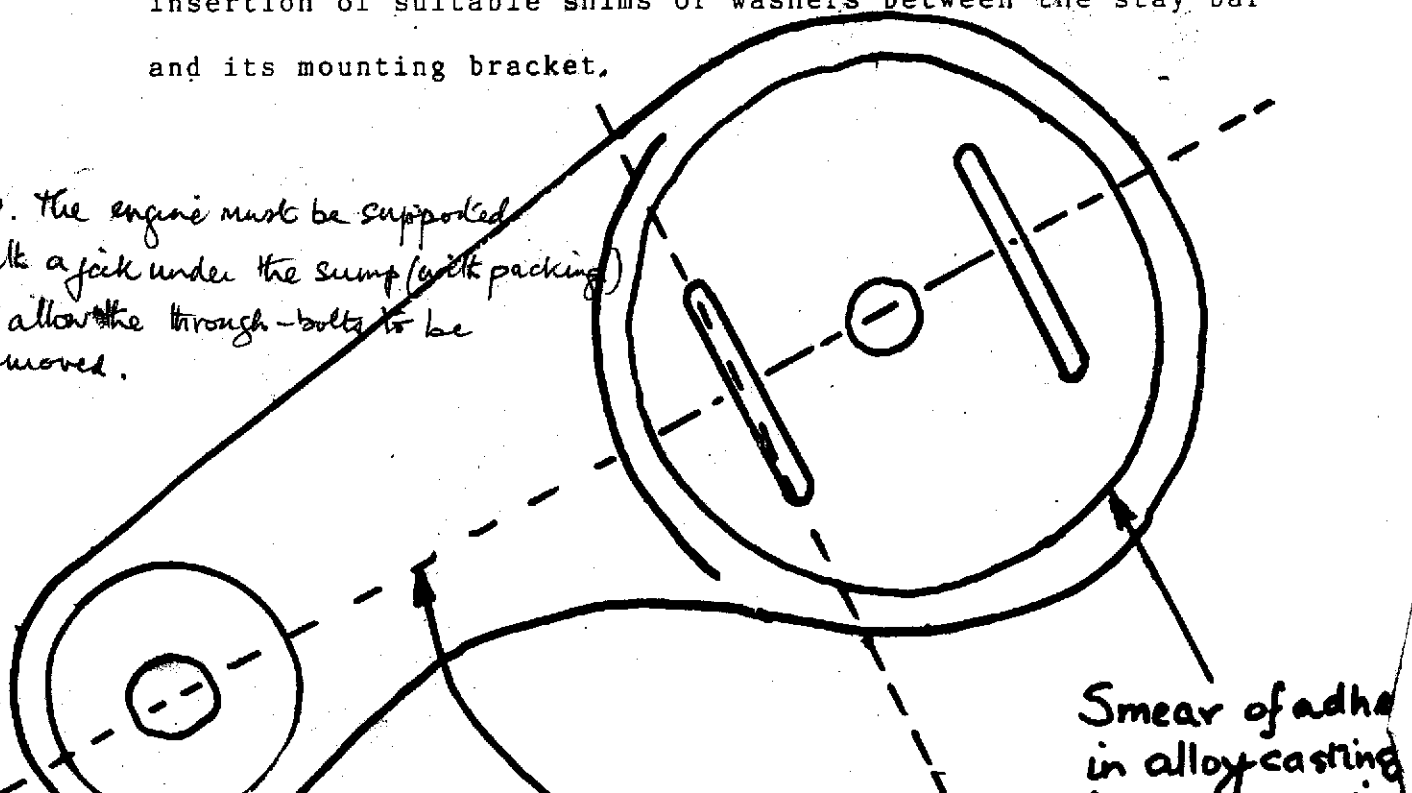
Remove old bush complete. This can be done with a hydraulic press or simply by cutting through the rubber and its outer steel surround with a hacksaw, and then tapping it out from one side. Do not cut through the alloy housing.

Apply a smear of adhesive, (preferably something like a two-part epoxy resin) all round the inner surface of the alloy casting to minimise any chance of the bush turning in the housing as this will rapidly shorten its life. Push in one half-bush from each side, ensuring that the slots are at right-angles to the centreline between the bolt holes in the casting. (See sketch).

Press through the centre sleeve - in a vice if necessary - or by firm hand pressure. Do not hammer the end of the sleeve as its length is critical.

N.B. The mounting bolts must be very tight, and any mis-alignment at the small end of the stay bar must be eliminated by the insertion of suitable shims or washers between the stay bar and its mounting bracket.

N.B. The engine must be supported with a jack under the sump (with packing) to allow the through-bolts to be removed.



*Smear of adhe
in alloy casting*