



1. Put the car into gear or park and apply the hand brake, loosen the front wheel nuts on one side, raise the vehicle on a trolley or bottle jack under the axle and then support the vehicle with an axle stand under the chassis. It's easier and safer to do this job one side at a time.
2. Remove the front wheel.
3. Lower the car so the axle stand takes most of the cars weight but leave the jack under the axle to support the axle's weight.
4. Clean all 3 mountings nuts and bolts and treat with a penetrating fluid if necessary.
5. Undo and remove the rearmost (chassis end) nut and mounting bush.
6. Remove the split pin, then loosen and remove the nut and washer securing the track rod ball-joint to the swivel housing. Then remove the ball joint from the tapered hole on the rear of the swivel housing.
7. Slacken and remove the nuts and bolts retaining the radius arm to the axle, It is recommended that if the bolts are worn they should be replaced.
8. Drop the radius arm down and out of the axle brackets and then pull the back end forwards through the chassis bracket.
9. Take your new castor corrected radius arm with the new bushes you have fitted in the axle end, fit the first of the chassis end washers bushes and then push the arm through the chassis mount from the front.
10. Lift the axle end up into the brackets and re-fit the bolts and nuts loosely.
11. Re-connect the track rod ball joint to the tapered hole in the swivel housing, tighten up the nut to the correct torque setting and then fit a new split pin.
12. Slide the second, rear most mounting bush then the washer and nut on from the back side of the chassis mounting and tighten the nut to the correct torque setting.
13. Tighten the two axle end mounting bolts up to the correct torque setting.
14. Refit the wheel, lower the car off of the axle stand and torque the wheel nuts correctly.
15. Repeat the procedure on the other side of the car.

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