

SYNCRO-SPECIFIC POWERFLEX UPPER CONTROL ARM BUSHING INSTALLATION INSTRUCTIONS

Special care and attention needs to be paid when installing Powerflex Upper Control Arm Bushing in the VW Syncro.

Preload = pressure or compression of the flanges against the bushing.

The Syncro uses different thickness eccentric washers to adjust the "play" or gap between the eccentric washers and the inner sleeves of the bushings. For a stock, OE type bushings, the maximum gap allowed is 0.5mm. However, due to the unique design of the Powerflex bushings, it is sometimes necessary to remove a small amount of material from the end of the inner sleeve(s) in order to ensure that the flange of the inner sleeve(s) and the flange of the outer shell(s) touch (or put light pressure on) the bushing itself properly. The only way to perform this operation is to install the outer shells into the arms, assemble the bushings and inner sleeves into the outer shells (dry - no grease at this time), then install the arms into the vehicle and check to see if there are is a gap like in the photo below. From that point, it's simply a matter of measuring the gap (if any is present) and adjusting either the eccentric washer thickness and/or removing small amounts of material from the end of the inner sleeves to remove the gap. There should be a very slight amount of preload (pressure) on the bushing itself when everything is perfect. Too loose and the arm can move back and forth under load, too tight and the bushing could prematurely fail. While it's very difficult to measure, there should be light pressure on the bushings. Too tight and the bushings will be squished, or mushroomed out between the flanges. Too loose and the arm can move back and forth. Adjust the length of the inner sleeve until you have light pressure on the bushing between the flanges. Once the sleeve is adjusted to the proper length, remove the bushings and inner sleeves, apply a liberal amount of grease to all surfaces and reinstall everything as per directions.

