



Rear subframe bushings F-series. Partnr: 90419

Read carefully the whole manual before starting. As always, correct tools make everything super easy and could be done in 2 hours. But expect at least 8 hours for the first time.

Wheel alignment need to be done after installation. See note 1 below.

Start with putting the Millway bushings in the freezer to shrink the diameter and make it easier to assembly them later.

Remove rear exhaust system and cables for exhaust, level sensor, etc.

NOTE 1: If you need to drive the car for wheel alignment after installation. Mark the position of the excenter screws for toe and camber. This will make it possible to install everything similar as before to make the car drivable shortest possible distance to the wheel alignment workshop.

Remove rear springs by supporting the lower control arms with a wheel jack and loosening the inner screws to the lower control arms. Depending on suspension you may also need to loosen the 3 screws for rear upper shock mounts. Lower the control arm and remove the springs.

Remount the inner control arm and upper shock mounts temporarily. No need to tighten screws fully now.

Support the subframe with a gearbox lift or similar.

Remove the screws to the subframe and lower carefully approximately 5cm while constantly check for bending and pay attention to not stretch cables, brake lines, fuel lines etc.

Now put a threaded (M12-M14) rod thru the bushings and add a big washer and nut on the top.

Then use a U-shaped tool to pull the bushings downwards. Tools can be made easily with welding 3 pieces of metal bars and drill a 12mm hole in the centre part.

The outer shell on OE bushings is made of plastic which break when pulling down. This is correct. It is not recommended to reuse the OE bushings once removed.

Now it is time to press in the new aluminium bushings. Only take one out at a time from the freezer.

Align the flat areas around the bushings with the stamped tabs in the subframe. Press in by using the threaded rod. This time with a big washer and nut from underside. For the first distance it is ok to use a metal bar or big washer with a 12mm hole on the top. For the last 10mm the bar/washer must elevated with a suitable ring around the subframe to make it possible to press in the last distance that sticking up over the subframe.

Now it is time to assemble everything. See NOTE 2.

NOTE 2: The screws for the lower inner control arm bushings must always be torqued with the car in level and in ride height. If torqued with the car raised. The bushings will break once the car is lowered.

Any time you have a question. Please contact us at

support@millway.se



