



RADIUS ROD BUSHING SET

These are designed to allow your front suspension to operate much more freely than the factory units, with less maintenance. "STICKSION" could be a key word here. The front end will perform better and give you an overall better quality ride if it is not sticking or binding.

The bushings are made of Delrin with stainless steel inner bushes. It is not necessary to lubricate them.

It is recommended that you do one side at a time if you are not familiar with the front suspension.

Remove the pivot bolts from the outboard ends of the radius rods. (Note: the top bolt that holds the steering stop is longer than the bottom one.) Remove the old bushings from the ends of the radius rods and clean out the holes for the new ones.

On the older style bushing, 1993 and older, slide in the new delrin bushing, then insert the stainless center bush. You are ready for assembly. NOTE: These bushings are slightly oversize to make up for wear. It may be necessary to ream them slightly if the stainless center bushes are tight.

The new style with the flanges, 1994 and up, also require the holes to be cleaned out. In addition, check the welded areas around the ends of the radius rods and the trailing arms for rough welds or weld splatter. You want to remove anything that will keep the flanged bushings from setting flush or may damage the flange on the outer side as it rotates. Also look in the center of the hole on the radius rod to make sure there is no weld burn through. The bushings will not work properly or last as long if they do not go into round holes.

Press a flanged bushing into each side of the radius rod end, insert the stainless inner bush -- you're ready for assembly.

Position the bottom rod first, install the bolt and nut, then do the top, remembering the steering stop.

When tightening the nuts, make sure that the ears on the trailing arms are pulled up tight against the ends of the stainless bushing. The stainless bushings are not supposed to turn. The Delrin part moves around the stainless piece.

As with any other front end component change, check your camber setting and the toe out.

Double check everything for tightness. After several hundred miles of riding, it is a good idea to check all of the nuts and bolt originally removed.

Thank you for choosing HPE for your snowmobiling needs.