

## How to remove the old bushings

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The first thing you need to do is remove the old bushings. This can be done in several ways. If you have a press, you can just push it out. If not, you can cut it out with a jig saw, reciprocating saw, or even a simple hacksaw.

First thing to do is cut out the rubber center to make room to work inside the ring (sorry for the fuzzy pics. I think its time for a new camera:





Once the center is out, you can use the saw to cut the bushing ring. It is soft aluminum, so should be easy to cut. Just be careful not to cut too far and cut into the LCA itself:



Here you can see how deep I cut. Don't worry about cutting it deep. The aluminum will break and there is no need to go all the way through the ring:





Using a punch, break the ring and bend it inward to loosen the tension:



Now the ring should just slide out easily:



Now you need to remove the front bushings. I have read where people set these on fire to melt away the rubber. This is NOT necessary. These bushings can just be knocked out with a hammer.

Place the LCA on a bench vice or over a large socket so that there is room underneath it to push the bushing out:



After a hard hit or two with a hammer, the bushing should have sunken into the LCA about a 1/2 inch or so. Don't be shy, give it a good whack:





Now, clamp the LCA in the vice and use a socket to drive the bushing through the rest of the way:



Now you should be able to just grab the bushing and yank it out by hand:



If it is too stubborn, you can trim away the rubber lip on one side to help it go through, but I don't think its necessary.

Congratulations, you just removed your old bushings. At this point, if you have the time & the inclination, you can clean up the LCA's & give them a fresh coat of paint.

## How to install the new bushings

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Now that you have the old bushings out, you are ready to install the new ones. I went with a hybrid set. The front are poly bushings from the Prothane kit and the rears are the Audi TT/R32 bushings.

To press the new bushings in, just use a couple of hard pieces of wood to go around the center pin and clamp it in a vice:





It wouldn't be a bad idea to put a dab of grease around the hole to help it slide in.  
Here is a side view:





Slowly wind in the vice and the new bushing will get pressed into the LCA:



Be advised that it will only go in from one side. It will be obvious which side that is when you see the LCA. Here is the new bushing in place:



The fronts are very easy to insert. There are 2 pieces and just slide in from either end:





Don't forget to lube up the parts before putting them in. They should go part way by hand:





Then you can press them the rest of the way with the vice:



After a going over with a wire brush and a quick shot of black paint, here is the finished product before & after shot:



I decided to throw in a new set of ball joints while I was at it, but it is not necessary. It is more difficult to re & re the LCA's if you are doing the ball joints. But it might not be a bad time to do them if yours have a lot of miles on them.