

SUSPENSION BUSHES DON'T WORK ALONE

OTHER THINGS TO CHECK

When replacing a suspension bush, it is important to check other steering and suspension components at the same time.

As the various components work together, it's possible that another worn part could be causing the issue. Failing to identify this could also cause the new bush to wear prematurely.



WHAT SHOULD YOU CHECK?

Control Arms and Bushes

Check for cracks, splits, damage, and excessive movement. A worn bush can allow too much movement and put extra stress on the suspension.

Ball Joints

Check for play, damaged boots, and grease leakage. A worn ball joint can affect wheel movement, alignment, and handling.

Stabiliser Links

Check for play, damaged boots, or corrosion. Worn links can cause knocking noises and affect the stabiliser system.

Stabiliser Bar Bushes

Check for cracks, splitting, and excessive movement. Worn bushes can allow the stabiliser bar to move too much.

Axle Beam Bushes

Check for cracks, damage, and excessive movement. Worn bushes can affect rear axle movement, alignment, and stability.

Inner Tie Rods and Tie Rod Ends

Check for play, damaged boots, and corrosion. Worn steering joints can affect steering and wheel alignment.

HOW SHOULD THEY BE CHECKED?

- Visual check for cracks, splits, damage, and corrosion
- Check for excessive movement or play using the correct equipment
- Check the suspension under load where required
- Compare both sides
- Check wheel alignment if necessary
- Road test for knocking, pulling, wandering, or vibration

WHY CHECK THE WHOLE SYSTEM?

The symptoms of different worn components can be very similar, so the bush may not be the problem. Checking everything at the same time helps:

- Find other worn or damaged parts
- Identify the real cause of the problem
- Prevent the new bush wearing out prematurely
- Improve steering, handling, and stability
- Avoid repeat repairs

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