

How to Grease TOTAL CHAOS Polyurethane Bushings

Note: Polyurethane bushings are prone to squeaking and have the potential of making slight noise even if maintained properly. The reason TOTAL CHAOS uses polyurethane is that it is far stronger, and has much less flex than stock rubber bushings. TOTAL CHAOS recommends using Super Lube® (or an equivalent PTFE marine grade water proof grease). Avoid using lubricants such as, white lithium, any type of penetrant, or spray style lubricant.

Pre control arm installation:

1. Using a mallet, install the dry bushings into the control arm pivots.



2. With the bushings installed in the control arm, generously apply grease to the inner diameter of the bushings trying to fill the bushing grooves completely with grease.



3. Generously grease the outer diameter of the supplied TC metal inner sleeves.



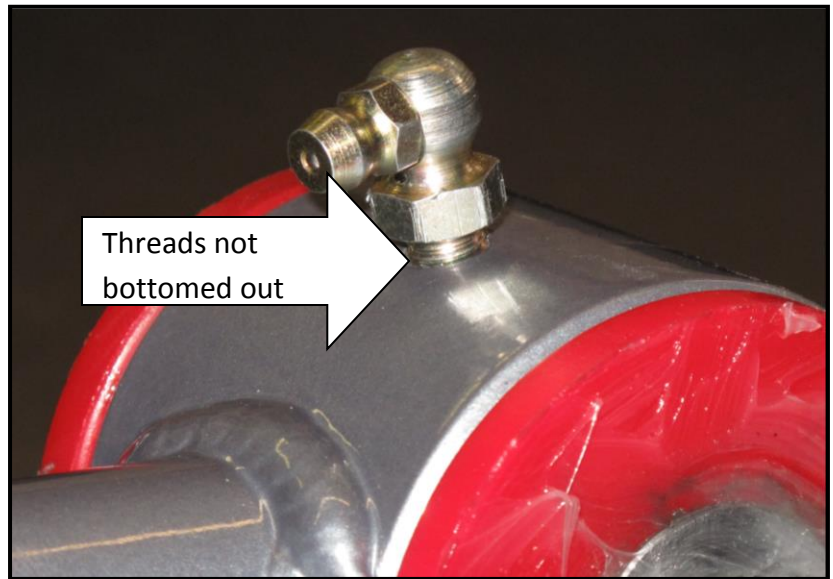
4. Using a mallet, arbor press, or smooth jawed vise, install the metal inner sleeve into the bushing.



5. Using the excess grease, use your finger or a small brush to lubricate the outsides or "hats" of the bushings where they make contact with the plated end washers or control arm pocket.



6. When installing the zerk fittings, it may be necessary to use a knife or sharp object to clean out the top of the threaded hole so the 1/4"-28 NTP threads will catch. When tightening the zerk, **DO NOT** try and tighten the zerk to the bottom of the thread. It is only necessary to turn the zerk until it gets snug. Then rotate as far as necessary to make the fitting accessible for a grease gun.

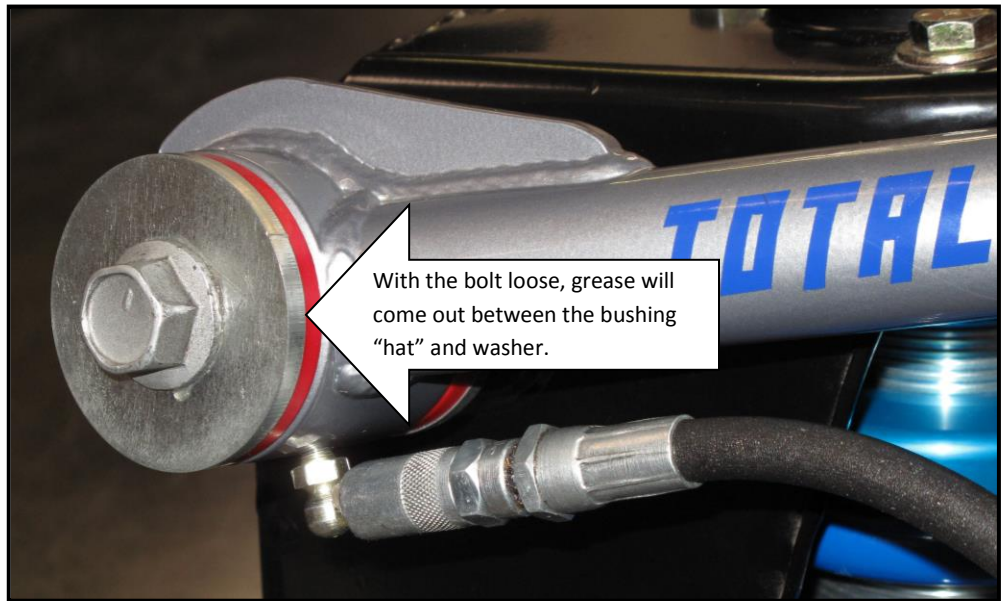


Greasing maintenance:

1. To grease TOTAL CHAOS control arm's on the vehicle, it is not mandatory to have the vehicle jacked up with the wheel off. Although it will make the process much easier.
2. First you **MUST** loosen the bolt holding the bushings together. This opens an area for the grease to expand when being pumped into the zerk fittings. If you do not loosen the bolt, the grease being pumped into the bushing has nowhere to go. This will cause the grease to hydraulic and then mushroom and destroy the bushing. If you see the bushing start to deform, immediately stop pumping in grease, grab a small pick, and push in the ball on the zerk fitting to release the excess pressure.



3. With the bolt loose, pump grease into the zerk fitting until you can see the excess grease bleed out from between the bushing “hat” and the plated end washer.



4. Refer to the vehicle owner’s manual to find the applicable factory torque spec. Re-torque all hardware, and re-check all hardware after 500 miles. Continue enjoying your Total Chaos Suspension system.