

Front ARB Bush replacement with pictures LR015339

The project today was to replace the front Anti Roll Bar rubber bushes, which, having completed 116000 miles were ready for swapping. They've not done too badly - the knocking was only on the roughest of surfaces, and there were no spacers fitted.

It's worth also taking a look at Disco_Mikey's guide on fitting the rubber spacers under the old style of ARB bush - an option I considered but decided to fit the new improved bushes in the end. The more you can read up about this kind of job before starting it, the better!

<http://www.disco3.co.uk/forum/topic30622.html>

I raised the front of the Disco with ramps which gave enough room to work (with the suspension in off road height) , and there was no need to remove the wheels. As long as both front wheels are level there will be no torsion on the anti roll bar, so you can remove the bush brackets with no problems.



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Starting on the drivers side bracket (RHD vehicle), firstly the fuel cooler bolt needs to be

removed allowing the cooler to be moved out of the way (see Mikey's thread for more info). This will allow you to get an 18mm socket onto the top nut, which is quite tightly done up (especially on my 05MY). Don't be tempted to leave the fuel cooler in place as you'll most likely damage it due to the lack of space - it's only held in place by a 10mm bolt, but access is a bit tricky and a ratchet spanner definitely helps.



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To get the ARB bracket nuts released initially I used a 1/2" breaker bar with 1/2 to 3/8 adapter, short 3/8 extension and 3/8 18mm socket. That gave enough leverage, which a 3/8 ratchet drive didn't.



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To highlight how tight the nuts are done up I actually snapped the 'male' end off my Halfords Pro 3/8" short extension trying to get one undone, and had to regrind the end to give me another 3/8 square section to fit in the back of the 18m socket!

With both nuts removed.....



Click image to enlarge

the metal bracket can be levered off using a screw driver, leaving just the rubber bush attached to the ARB....



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The orange clamp on the ARB wasn't necessary - I was just using it to make removing the clamp easier, thinking there was some tension on the bar, but there wasn't.

The old rubber bush is easy to remove by hand....



Click image to enlarge

Comparing the old and new designs you can see the later bush is thicker at the base, so hopefully good for at least another 116000 miles 😊



Click image to enlarge

New bush placed on the ARB.....



Click image to enlarge

and bracket pushed onto it.....



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As the new rubber bush is a bit wider than the bracket, I used some washing up liquid to make it easier to fit on. Get 1 nut on by a few threads, then push the bracket onto the other stud and fit the 2nd nut (easier said than done, but OK with a bit of swearing and perseverance 😊)

Both nuts on and tightened to 115Nm / 85lb-ft.....



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And now you need a cuppa, or beer, before attempting the other side which is a complete ba\$t@rd (but don't let that put you off!)

So, for the nearside ARB bracket you need to remove a cross member that sits under the front diff. The bolts are 15mm - 3 as shown and 1 more at the other end of the cross member. These are also quite tight to undo, so the breaker bar and 1/2 to 3/8" adapter are required again.



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With the cross member out the way, you've got better access to the top nut, which will make you eff and blind big time! Land Rover in their wisdom managed to design about 15mm of clearance between the top stud and front diff bracket, so getting a socket, extension bar and drive onto it is very difficult. This is where I managed to snap the male end off my 3/8" short extension, hence the need to regrind the square back onto it. There was no way this nut was coming loose without using the breaker bar, but eventually it came unstuck, using the combination in the 3rd picture above (from the top).



Click image to enlarge

You will only be able to use the socket for a couple of turns before it gets trapped onto the nut by the diff bracket. Before this happens you will need to take the socket off and use an 18mm open ended spanner.....



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Click image to enlarge

Patience is needed at this point, as you don't want to start rounding off the nut before it's off! There maybe another way, but I had no other tools that would fit in there once the nut started backing off towards the diff mount.

You can see from this picture how tight it is around the top nut....



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Eventually you'll get to this point, where the bracket is off and the old bush is ready to be removed...



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Click image to enlarge

and just like the other side, new bush on, bracket in place, nuts ready to tighten. Again, you will need to use a spanner to tighten the top nut until it's far enough on to get the socket back on. I resorted to grinding away some of the back edge of my 18mm socket so I could get it onto the nut sooner, for the final stage of tightening.



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Click image to enlarge

Both nuts torqued up to 115Nm.....



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Just the chassis cross member to re-fit, and job done 😊😊😊

With a slight change to the diff support casting this would be an easy job, but the limited clearance makes it 'a bit' more challenging, but still very much a DIY job as long as you have a decent socket set and breaker bar.

2 very well used ARB bushes!



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Next job, both front lower wishbones