

PERFORMANCE POLYURETHANE BUSHINGS

They're the best handling improvement for your buck!

Get better handling precision and cornering power by replacing your old rubber suspension bushings with our high-performance polyurethane pieces. Stock rubber bushings (even before they're worn out) allow excessive deflection of the control arms and rear axles. This means every bump in the road changes your tire angles—not desirable in the middle of a corner. Poly bushings keep the suspension much closer to ideal angles. Poly sway bar bushings reduce body roll, like going to a slightly bigger sway bar (see Tech Tip below). We carry two types of poly bushing: our Australian-made **Red** bushings, and the British-made **Powerflex** brand (yellow or blue).

To see where each bushing fits on your car, find the IAP stock bushing number in the diagrams on pages 50-52.

Numbers in parentheses below indicate (number required/number supplied).

ALFA ROMEO

Giulia 1600, Duetto, all; GTV 1969-74; Spider, 1750 & 2000 Spider, 1969-94

Front upper control arm caster bushing, 1978-94 (2/2)	34014	\$25.50	61015
Front upper control arms, inner bushings (2/2)	34047	49.95	91017
Front swaybar center bushing, 1600 & Jr. 1965-68 (2/2)	34015	19.50	—
Rear trailing arm, front bushing, 1750/2000 (2/2)	34017	37.50	91027
Rear trailing arm, front bushing, 1750/2000 (2/2)	34049	62.50	91027
Rear trailing arms, rear bushings (2/2)	34051	59.50	91028
Rear Trunnion-to-axle bushing, all (2/2)	34016	12.25	91029
Rear swaybar center bush., 1750/2000 stock 1/2" bar (2/1)	34025	13.95	91023
Rear swaybar center bushing for IAP bar 5/8" diam. (2/1)	34024	15.95	—

Alfetta, GTV6, Milano, 1975-on

Front upper caster rod, front & rear (4/4)	34018	\$21.50	91000
Front upper control arms, inner bushings (2/2)	34052	52.50	910029
Front swaybar center bushing 20mm, Alfetta/GTV6 (2/2)	34026	12.25	—
Front swaybar center bushing 22mm, Milano (2/2)	34028	12.95	—
Front swaybar center bushing 24mm, Milano (2/2)	34027	11.95	—
Watts link rod (4/4)	34054	74.50	91009
Watts link center bushing (1/1)	34055	26.95	91010
Rear swaybar end link kit, incl. distance pcs., GTV6 (2/2)	21254	34.95	—

164 (all)

Front lower control arms, front bushings (2/2)	34056	49.95	33549 & 33551
--	-------	-------	---------------

Front lower control arms, rear bushings (2/2)	34057	69.50	33549 & 33551
---	-------	-------	---------------

Front sway bar end link bushings (4/4)	34058	26.95	34007
--	-------	-------	-------

Upper torque rod bushing at body (large) (1/1)*	34059	31.50	24789†
---	-------	-------	--------

Upper torque rod bushing at head (small) (1/1)*	34061	23.95	24792†
---	-------	-------	--------

Rear trailing arms, bushings at hub (2/2)	34062	48.95	33555
---	-------	-------	-------

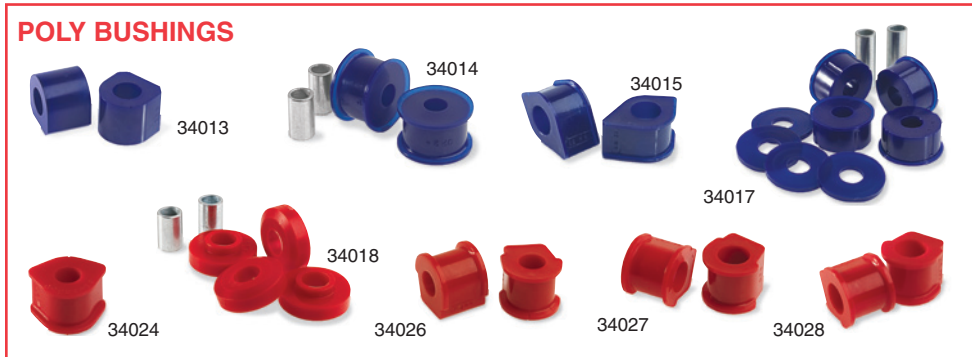
Rear trailing arms, bushings at chassis (2/2)	34063	48.95	—
---	-------	-------	---

FIAT, PININFARINA

124 Coupe, Spider, 2000 Spider, 1966-85

Swaybar center bushing for stock bar (2/2) §	34013	\$15.95	92006
Swaybar center bushing for 5/8" aftermarket bar (2/2)	21264	17.95	—
Swaybar center bushing for 7/8" aftermarket bar (2/2)	21266	20.95	—
Swaybar center bushing for 1" aftermarket bar (2/2)	21267	21.95	—
Rear swaybar end link bushing (8/8)	21263	15.95	—

Notes : * Engine mount bushing § Exact fit for 1968-70; must trim to fit for 1971-84. † See page 36.



TECH TIP POLYURETHANE SWAY BAR BUSHINGS

The job of the sway bar is to resist body roll, or lean, without stiffer springs. Reducing roll can improve handling by preventing unwanted camber change (tire lean) during cornering. In the first few degrees of body lean—before the sway bar even comes into play—the rubber bushings compress. Poly bushings are harder, resisting body lean. This gives crisper turn-in, and is like a slightly thicker sway bar. (See tip on page 46 for more.)