Installing split-type replacement rubber bushings

2290010, 2290011 - 944 front control arm front bushing
2290010, 2290011 - 964/933 front control arm rear bushing
2290005, 2290026 - 911/912/930 trailing arm bushing
2290021, 2290013 - 996/997/986/987/RS60/981, and 991 front control arm inner bushing

Following is a general procedure for replacing split-style rubber bushings. These bushings are comprised of two press-fit halves, each installed from facing sides and meeting in the center of a control arm.

1 – Remove the rubber bushings.

Secure the control arm in a bench vise.

Heat the center metal spacers with a propane torch until hot. The center spacers can then be pried off with a screwdriver.

911/912/930 - Pull out the rubber bushings, they come easily and in their entirety.

944/964/993 - Rubber is bonded in place. It takes more heat, more prying, and cutting with razor knife. Some rubber will remain.

Metal out casings will remain.

2 – Remove bushing outer metal casings.

Secure the control arm in a bench vise. The casing halves meet in the center of the bore. Using caution not to damage the soft aluminum of the control arm, position a chisel in the union between halves and drive them out from the bore. Sometimes it is difficult to get the casing half to move, some tips:

Heating the aluminum around the casing halves with a propane torch will expand it and make it easier to drive them out.

It is often helpful to use a penetrating lubricant like PB Blaster.

Patience plus well placed chisel strikes gets it done.

If they still won't come out, thread a hacksaw blade through the casing half and cut a slit part way through the casing. Careful not to cut the control arm, it is not necessary to cut all the way through the casing. The tension will be partly relieved. Once the slit is cut, return to the chisel technique.

3 – Install new bushings.

Use a shop press or large bench vice. Press in one bushing at a time until they are fully seated.

When pressing in the second bushing, don't use the first bushing for support. Instead support the back of the control arm using a cylinder around the first bushing such that the inner spacers are free to deflect. Failure to follow this instruction may prevent the second bushing from seating fully.