

Kinematic Motion bushing repair kit for: 2000-2005 360 Spider and 2005-2009 Ferrari F430 Spider

Fits R.H. Rear Kinematic Motion with Ferrari part numbers 66457500

Fits L.H. Rear Kinematic Motion with Ferrari part numbers 66457300

*****These are aftermarket parts and not OEM. Changing these requires specific tools and automotive shop skill level. Do not attempt to repair unless you have the skill level to do so. When in doubt, have a certified mechanic do the work*****

KIT CONTENTS

QTY: 2 Bronze bushings for the long curved channels of left and right kinematic motion

QTY: 4 Coated split bushings for the left and right side of the fulcrum arms

The kit is designed to replace worn bushing which cause excessive play when the hard cover is raised and lowered. The excessive play could be the cause of microswitch (EDA) sensor not engaging to indicate “cover open”.

The fit of the two new bronze bushings will be a much closer tolerance than the original bushings. It's very important to make sure they slide along in the grooves without any interference or friction. The fast tooling speed when the grooves were originally manufactured created a rough surface with cross hatch marks left behind. Before installing the bronze bushings, carefully file smooth out any rough surfaces and machining marks along the long groove left over from during manufacturing using a fine half-round needle file or similar tool. Test the groove clearances by hand by sliding the bushings several times along inside the entire groove length. Be sure to test fit the hooked shaped curve at the end. The bushing should not be restricted to any part of the hook at the end. Hold the bushing in between with your thumb and middle finger while the bushing travels along. Do not file the bronze bushings because they will mar the groove surface during usage and impact the lifespan of the parts. Because of the proximity to engine heat, be sure to use take into consideration the temperature rating of the grease used in the groove when installing the bronze bushings.

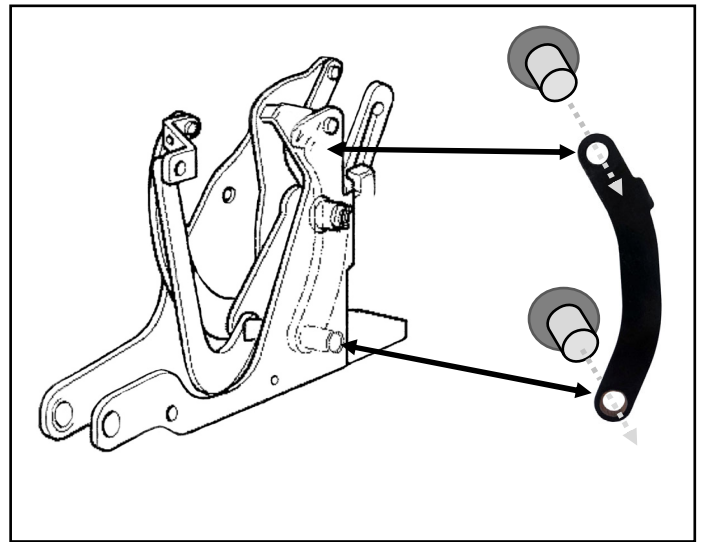
Important notes: Unless the Kinematic Motion is already on the bench, It's recommended to avoid unbolting it from the vehicle or unbolting the soft top shell cover from the kinematic. Doing either of those will require an extensive skill level to realign the parts for proper operation.



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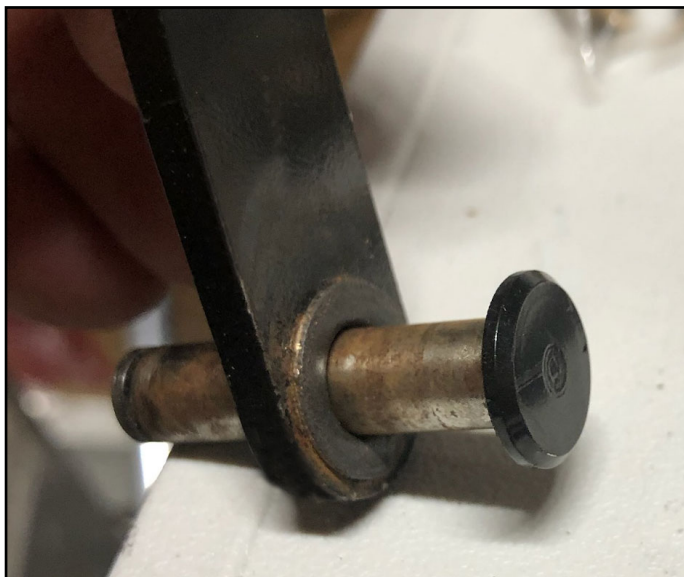


Replacement bronze bushing should move freely along entire groove.



Fulcrum arm location inside the kinematic motion.

The original bushings for the fulcrum arms can be difficult to remove. Vice grip pliers and a twisting motion may work. Once the split end of the old bushing comes loose, you can curl it into a small spiral with needle nose pliers. Don't hammer in the new bushings. You can press in the new ones with a 1-ton hand operated shop press with very little effort and minimize any damage to the bushings. The main repair is to replace the bronze bushings. Split bushing replacement may be optional depending on how much wear they have. Having a magnetic retrieval tool will help catch or recover dropped clips. The top pins are non-ferrous so use care not to drop under the engine. Please follow proper F430 workshop repair manual procedures from Ferrari.



Close up of fulcrum arm.



Close up of fulcrum arm with factory bushing removed

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