



US00D784881S

(12) **United States Design Patent** (10) **Patent No.:** **US D784,881 S**
Orlando (45) **Date of Patent:** **** Apr. 25, 2017**

(54) **BUSHING KIT FOR ALIGNING AN
INDEPENDENT REAR SUSPENSION
SUB-FRAME TO A VEHICLE BODY**

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(**) Term: **15 Years**

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(51) **LOC (10) Cl.** **12-16**

(52) **U.S. Cl.**
USPC **D12/194**

(58) **Field of Classification Search**
USPC D12/159, 174–175
(Continued)

(56) **References Cited**

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Primary Examiner — Michael A Pratt

(74) *Attorney, Agent, or Firm* — McHale & Slavin, P.A.

(57) **CLAIM**

The ornamental design for a bushing kit for aligning an independent rear suspension sub-frame to a vehicle body, as shown and described.

DESCRIPTION

FIG. 1 is a top left perspective partial view illustrating a first portion of the bushing kit for aligning an independent rear suspension sub-frame to a vehicle body of the present invention;

FIG. 2 is a top view of the first portion illustrated in FIG. 1; FIG. 3 is a bottom view of the first portion illustrated in FIG. 1;

FIG. 4 is a rear view of the first portion illustrated in FIG. 1;

FIG. 5 is a front view of the first portion illustrated in FIG. 1;

FIG. 6 is a right side view of the first portion illustrated in FIG. 1;

FIG. 7 is a left side view of the first portion illustrated in FIG. 1;

FIG. 8 is a top front perspective view illustrating a second portion of the bushing kit for aligning an independent rear suspension sub-frame to a vehicle body of the present invention;

FIG. 9 is a top view of the second portion illustrated in FIG. 8;

FIG. 10 is a bottom view of the second portion illustrated in FIG. 8;

FIG. 11 is a rear view of the second portion illustrated in FIG. 8;

FIG. 12 is a front view of the second portion illustrated in FIG. 8;

FIG. 13 is a right side view of the second portion illustrated in FIG. 8;

FIG. 14 is a left side view of the second portion illustrated in FIG. 8;

FIG. 15 is a perspective view illustrating a third portion of the bushing kit for aligning an independent rear suspension sub-frame to a vehicle body of the present invention;

FIG. 16 is a top view of the third portion illustrated in FIG. 15;

FIG. 17 is a bottom view of the third portion illustrated in FIG. 15;

FIG. 18 is a rear view of the third portion illustrated in FIG. 15;

FIG. 19 is a front view of the third portion illustrated in FIG. 15;

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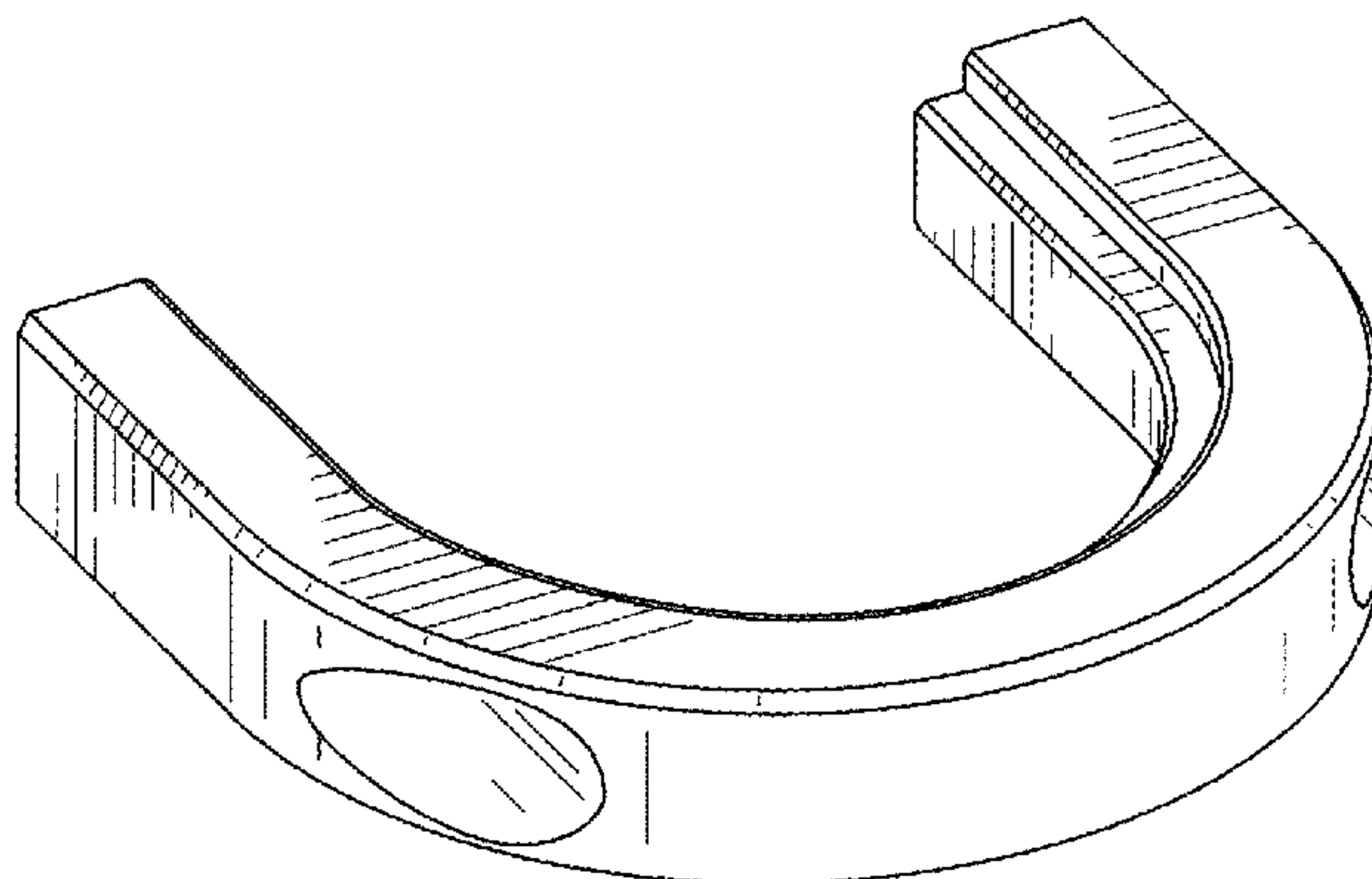


FIG. 20 is a right side view of the third portion illustrated in FIG. 15;

FIG. 21 is a left side view of the third portion illustrated in FIG. 15;

FIG. 22 is a perspective view illustrating a fourth portion of the bushing kit for aligning an independent rear suspension sub-frame to a vehicle body of the present invention;

FIG. 23 is a top view of the fourth portion illustrated in FIG. 22;

FIG. 24 is a bottom view of the fourth portion illustrated in FIG. 22;

FIG. 25 is a rear view of the fourth portion illustrated in FIG. 22;

FIG. 26 is a front view of the fourth portion illustrated in FIG. 22;

FIG. 27 is a right side view of the fourth portion illustrated in FIG. 22;

FIG. 28 is a left side view of the fourth portion illustrated in FIG. 22;

FIG. 29 is a perspective view illustrating a fifth portion of the bushing kit for aligning an independent rear suspension sub-frame to a vehicle body of the present invention;

FIG. 30 is a top view of the fifth portion illustrated in FIG. 29;

FIG. 31 is a side view of the fifth portion illustrated in FIG. 29; and,

FIG. 32 is an environmental perspective view illustrating the portions of the bushing kit for aligning an independent rear suspension sub-frame to a vehicle body installed onto the rear suspension sub-frame.

The portions of the bushing kit for aligning an independent rear suspension sub-frame to a vehicle body illustrated in broken lines form no part of the claimed subject matter.

1 Claim, 12 Drawing Sheets

(58) Field of Classification Search

CPC B60G 11/22; B60G 2204/125; B60G 2202/143; B60G 2202/142; B60G 2204/41; B60G 2202/14; B60G 2206/73; B60W 10/20; B60W 2540/18; B62D 1/046; B62D 1/185; B62D 1/195; B62D 1/187

See application file for complete search history.

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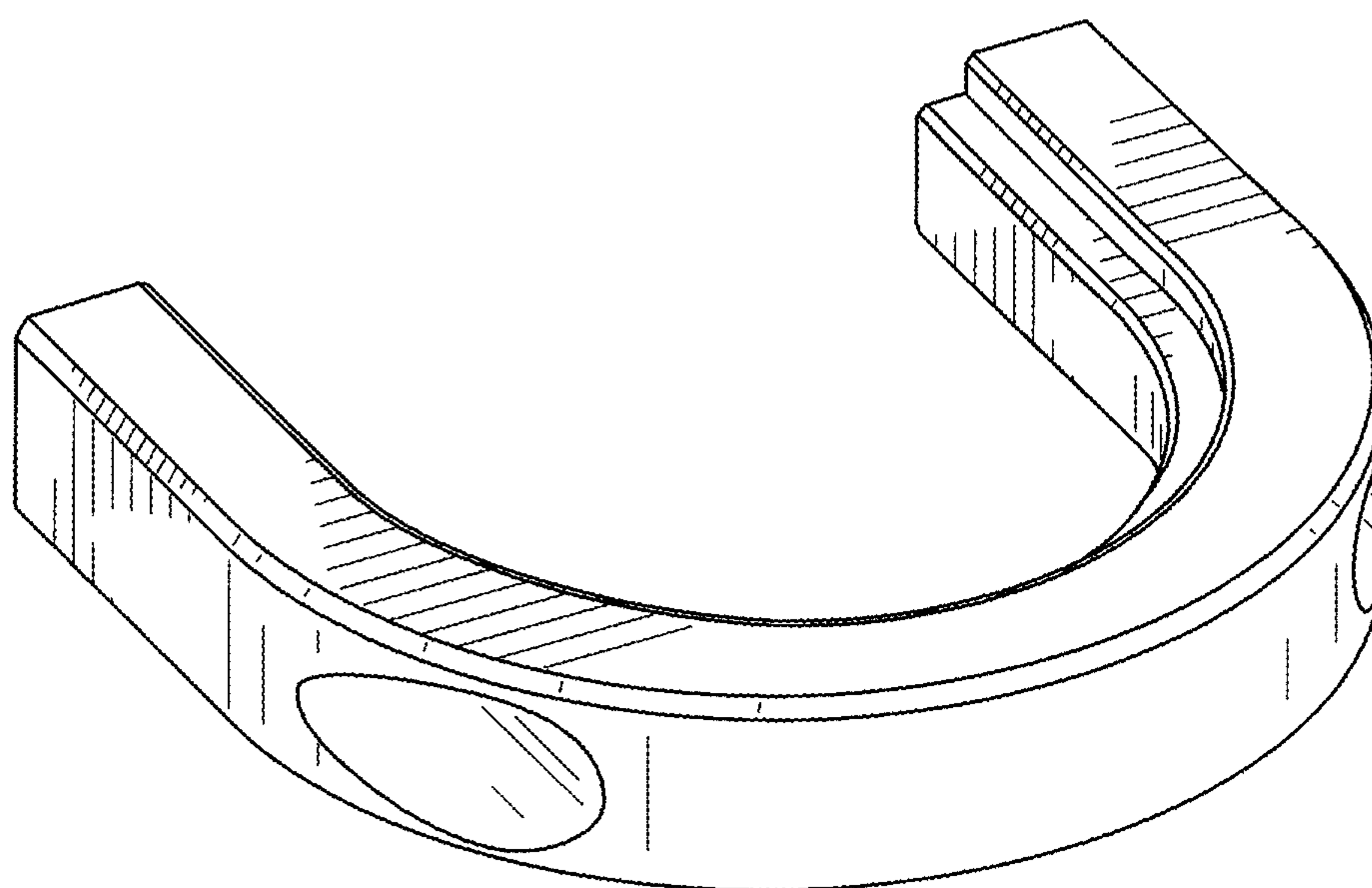


FIG. 1

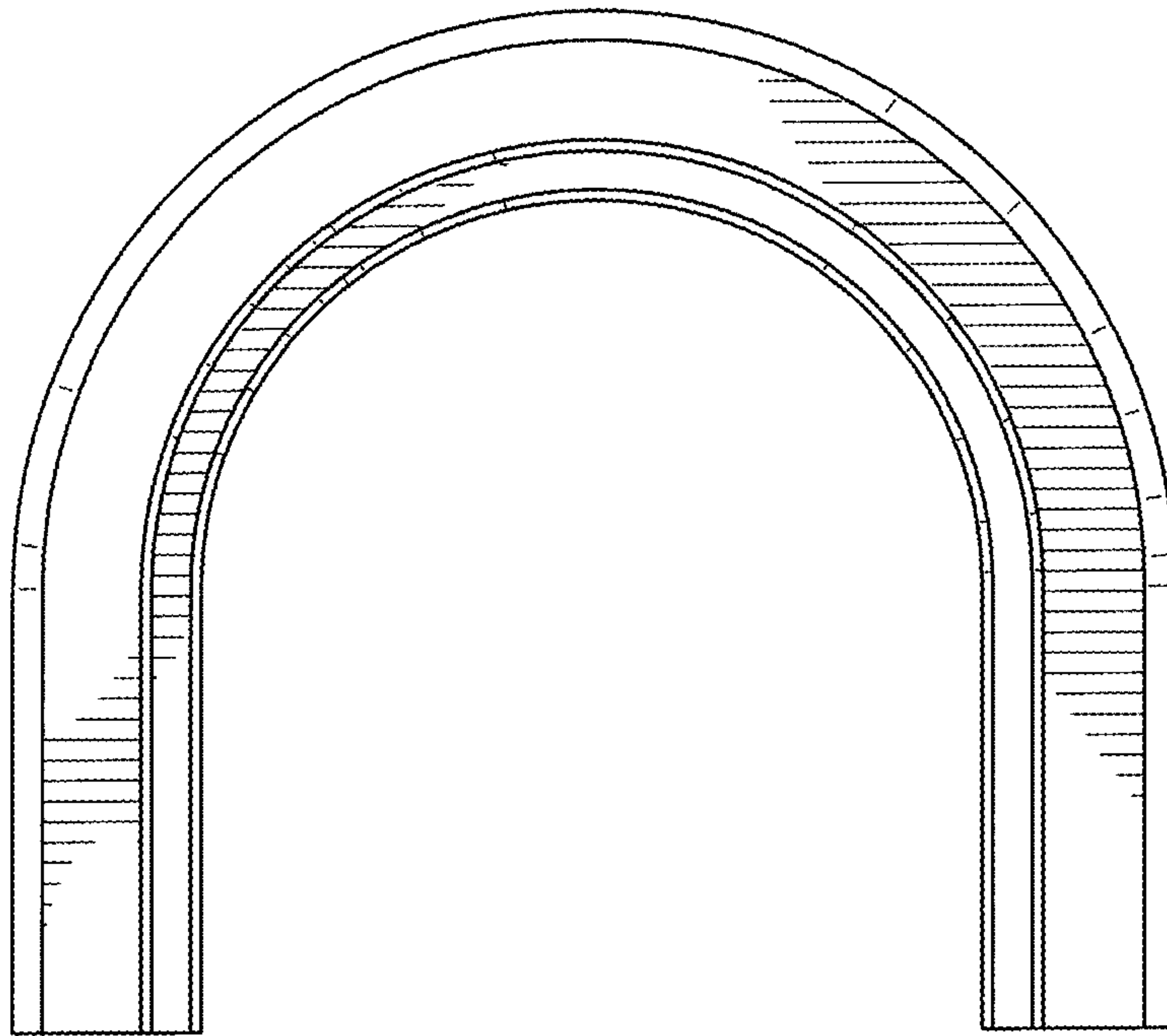


FIG. 2

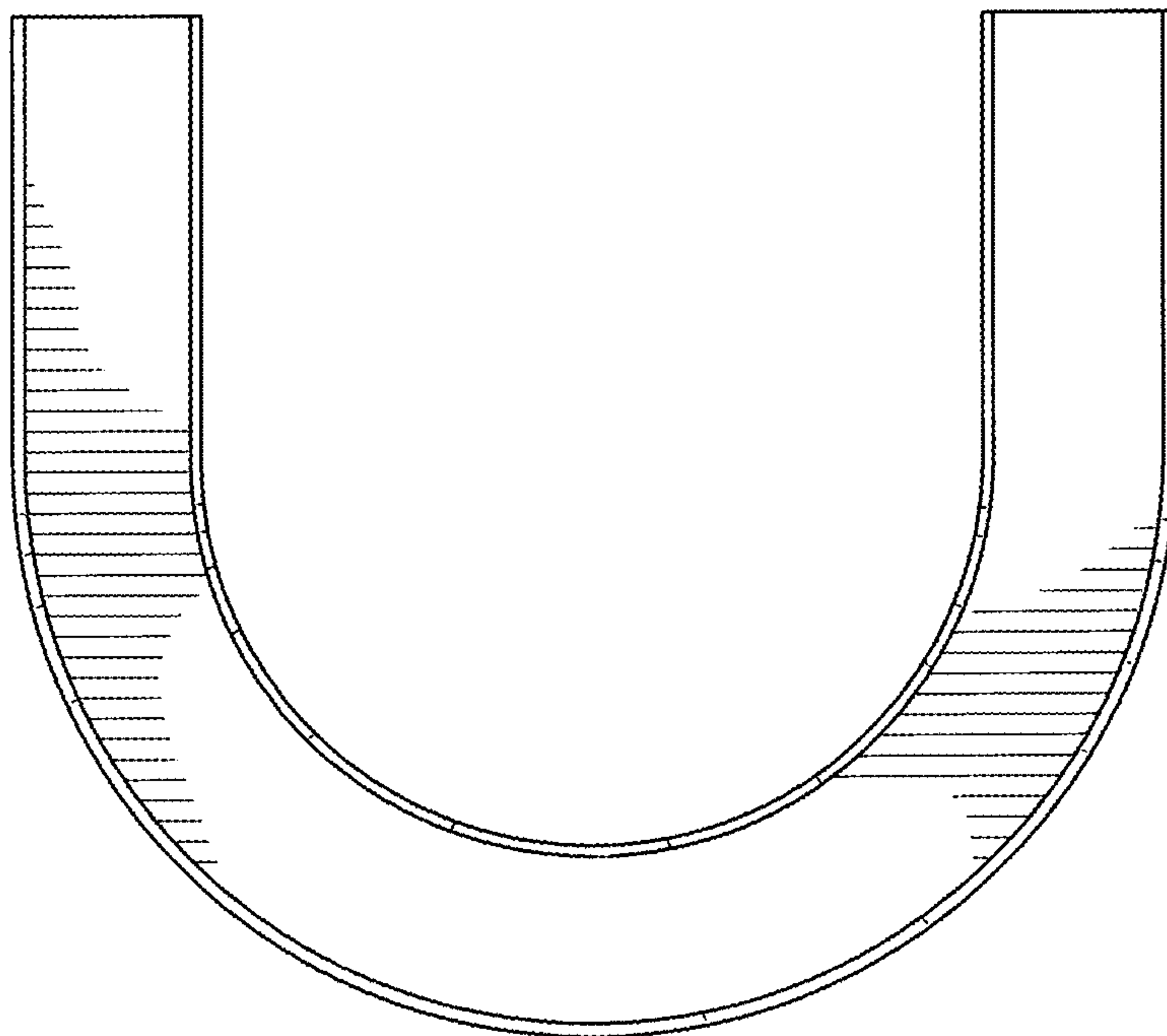


FIG. 3

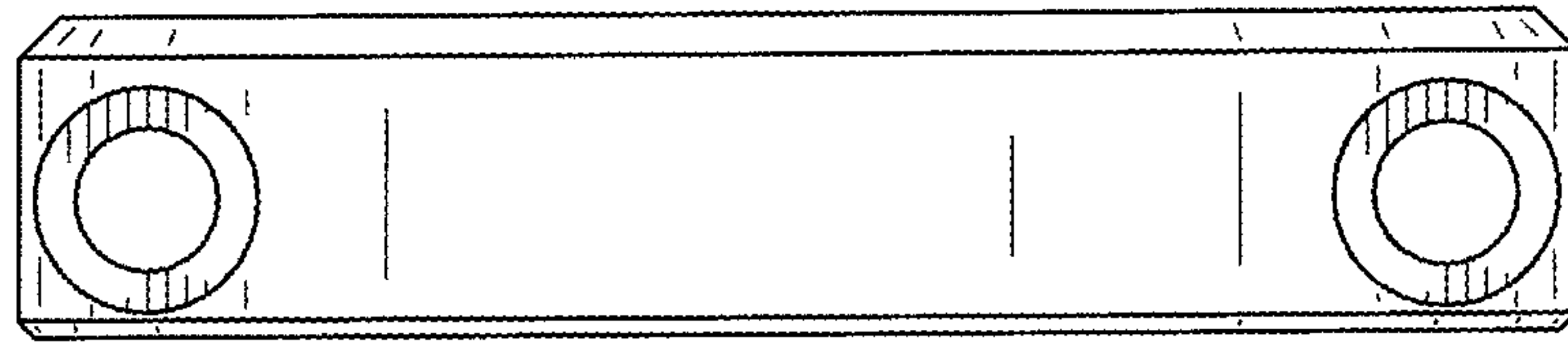


FIG. 4

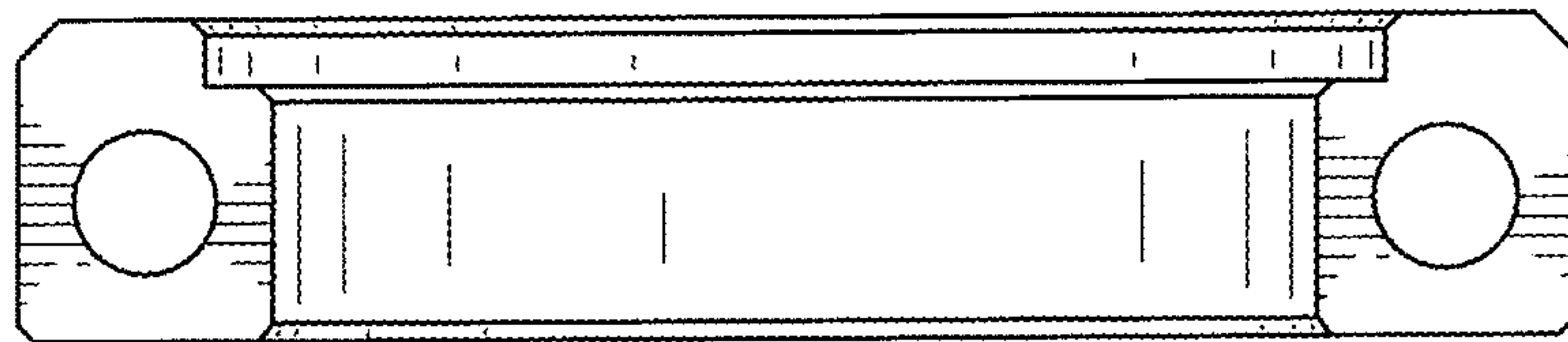


FIG. 5

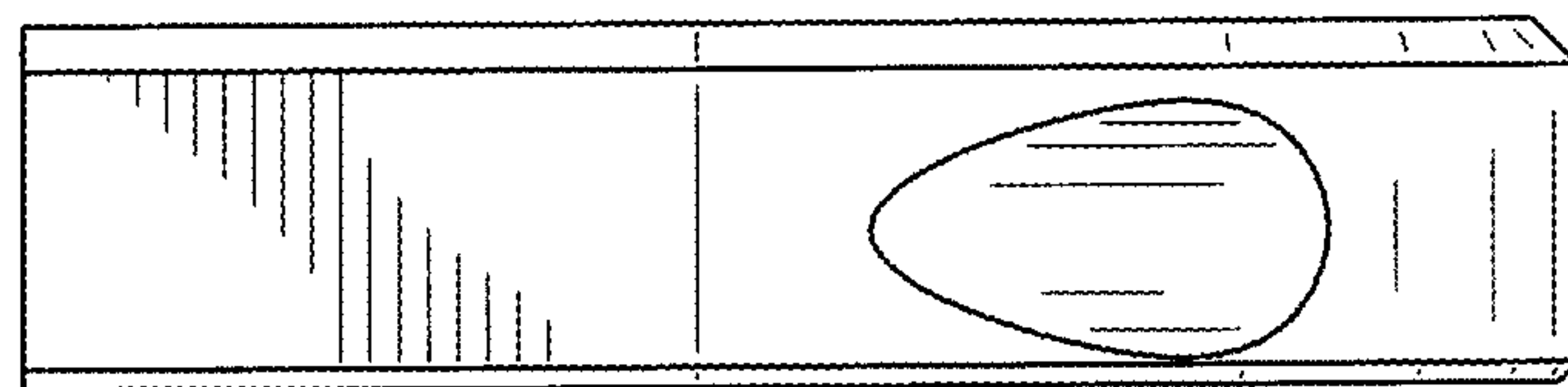


FIG. 6

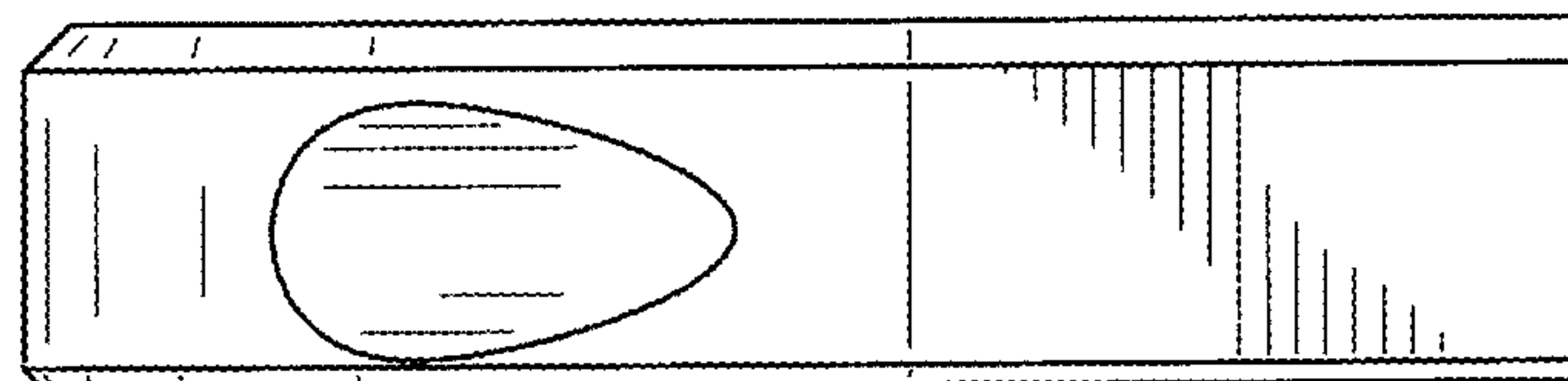


FIG. 7

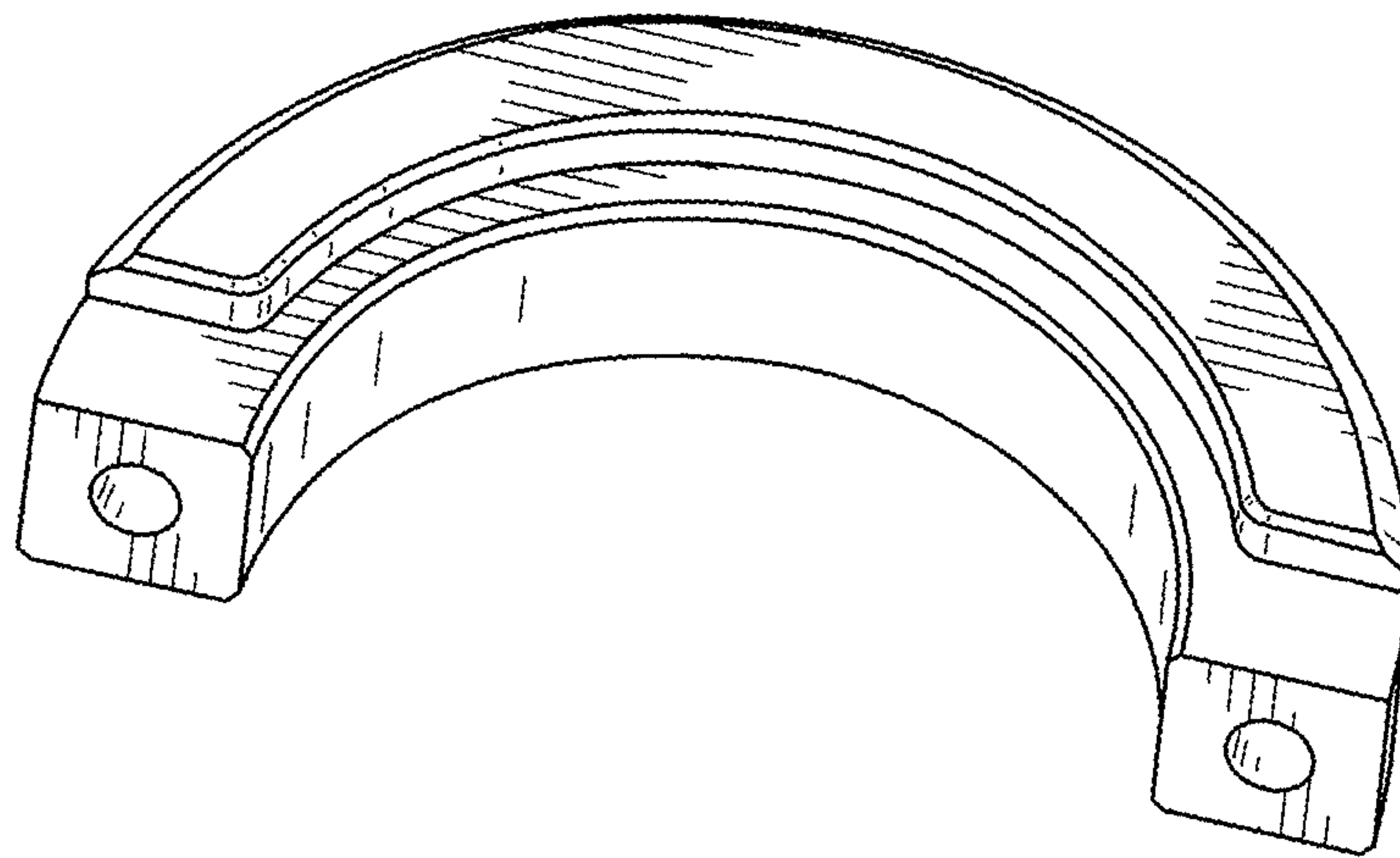


FIG. 8

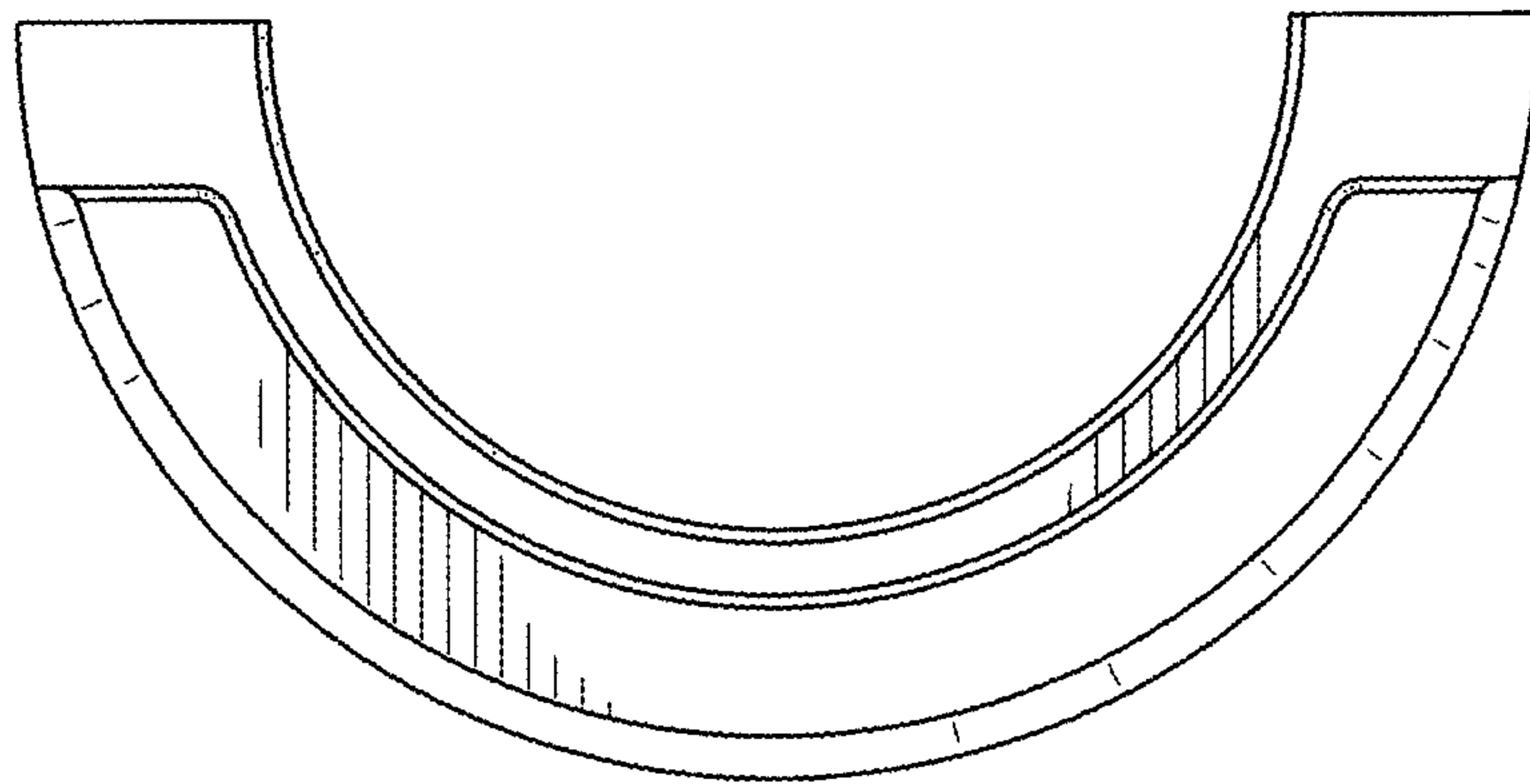


FIG. 9

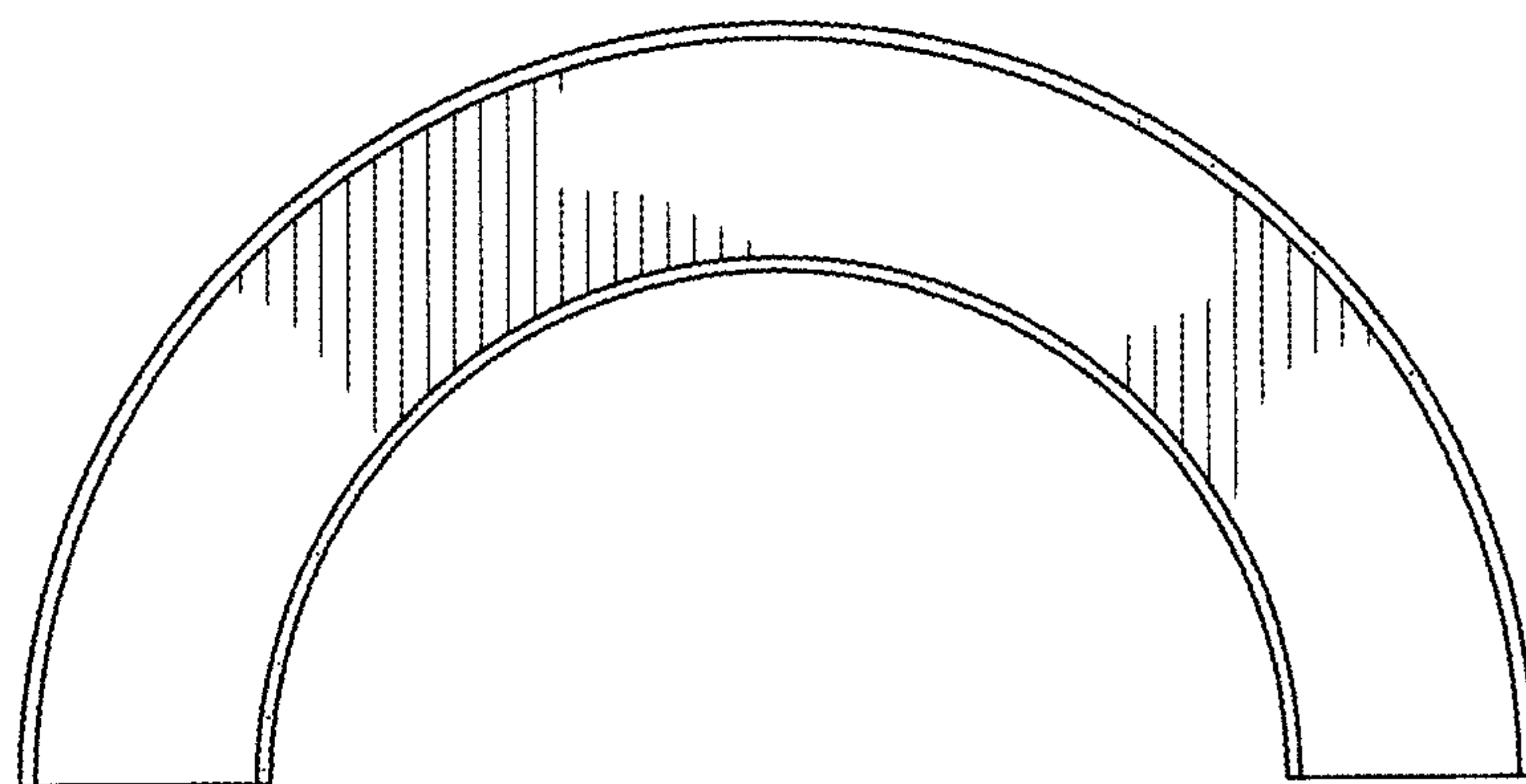


FIG. 10

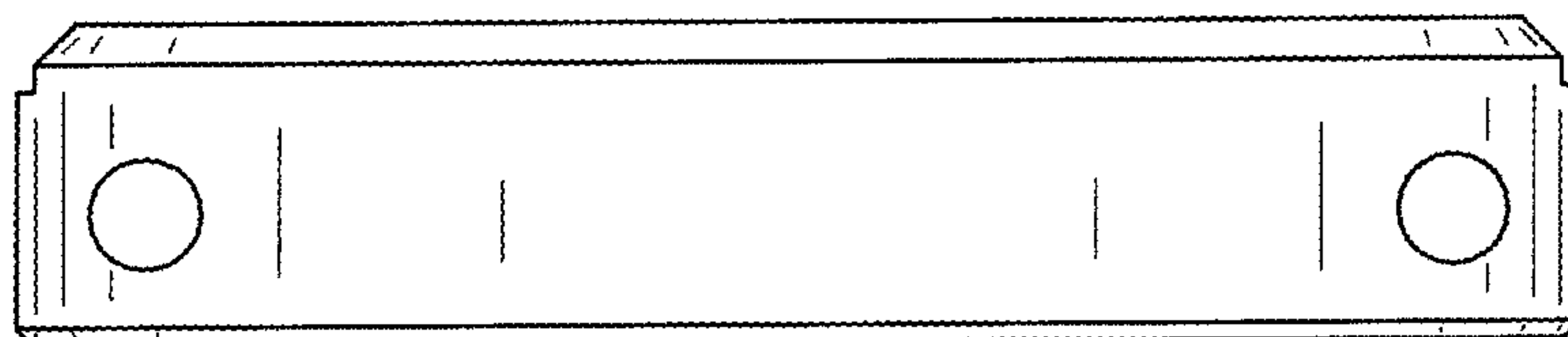


FIG. 11

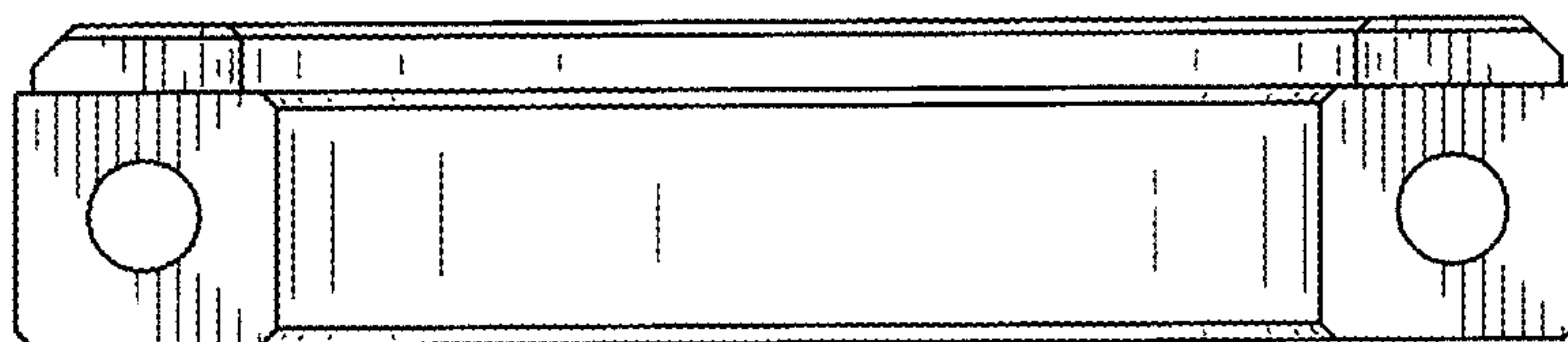


FIG. 12

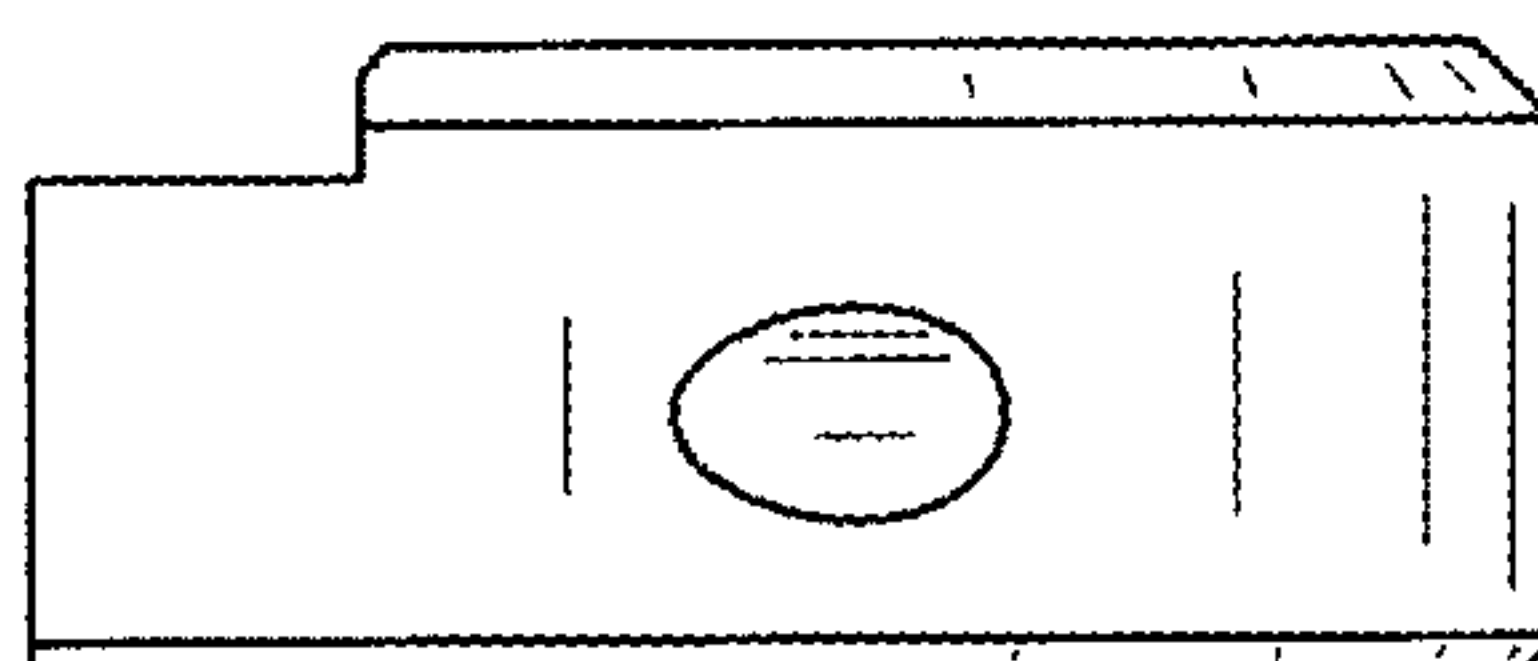


FIG. 13

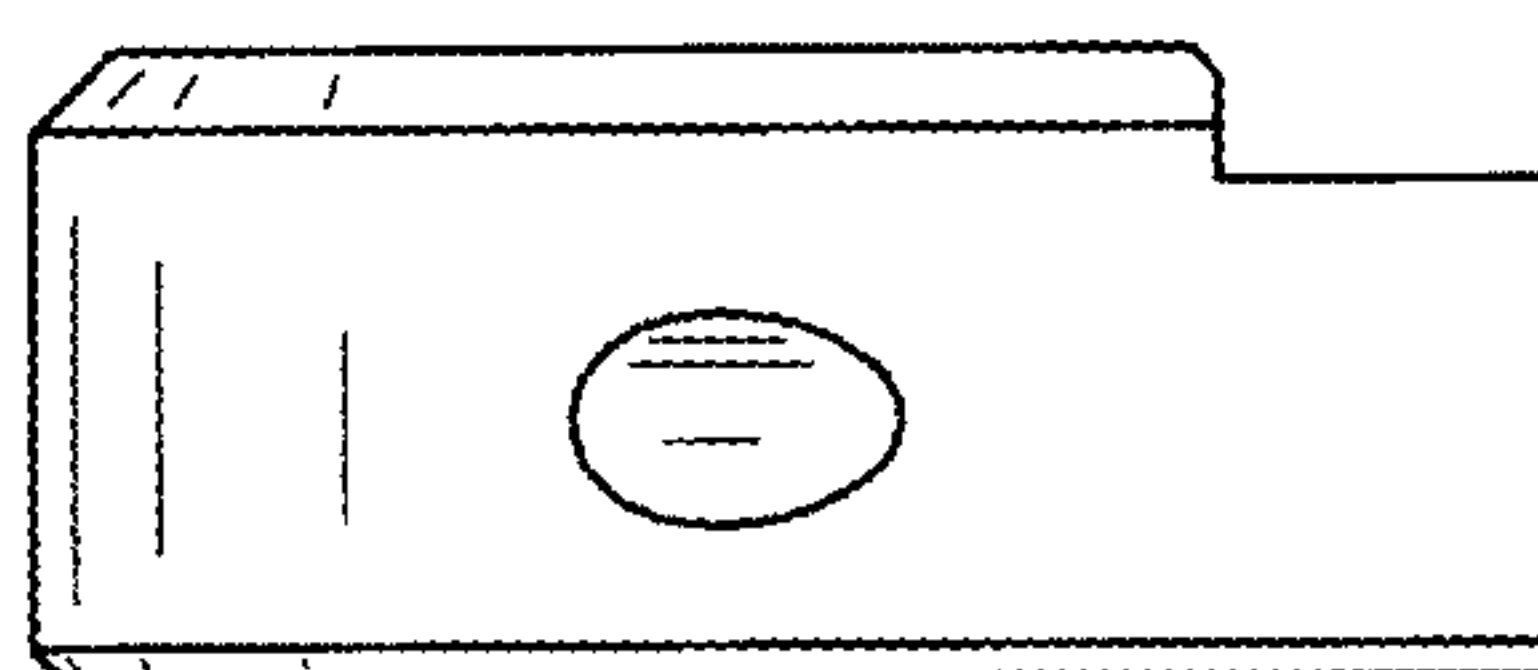


FIG. 14

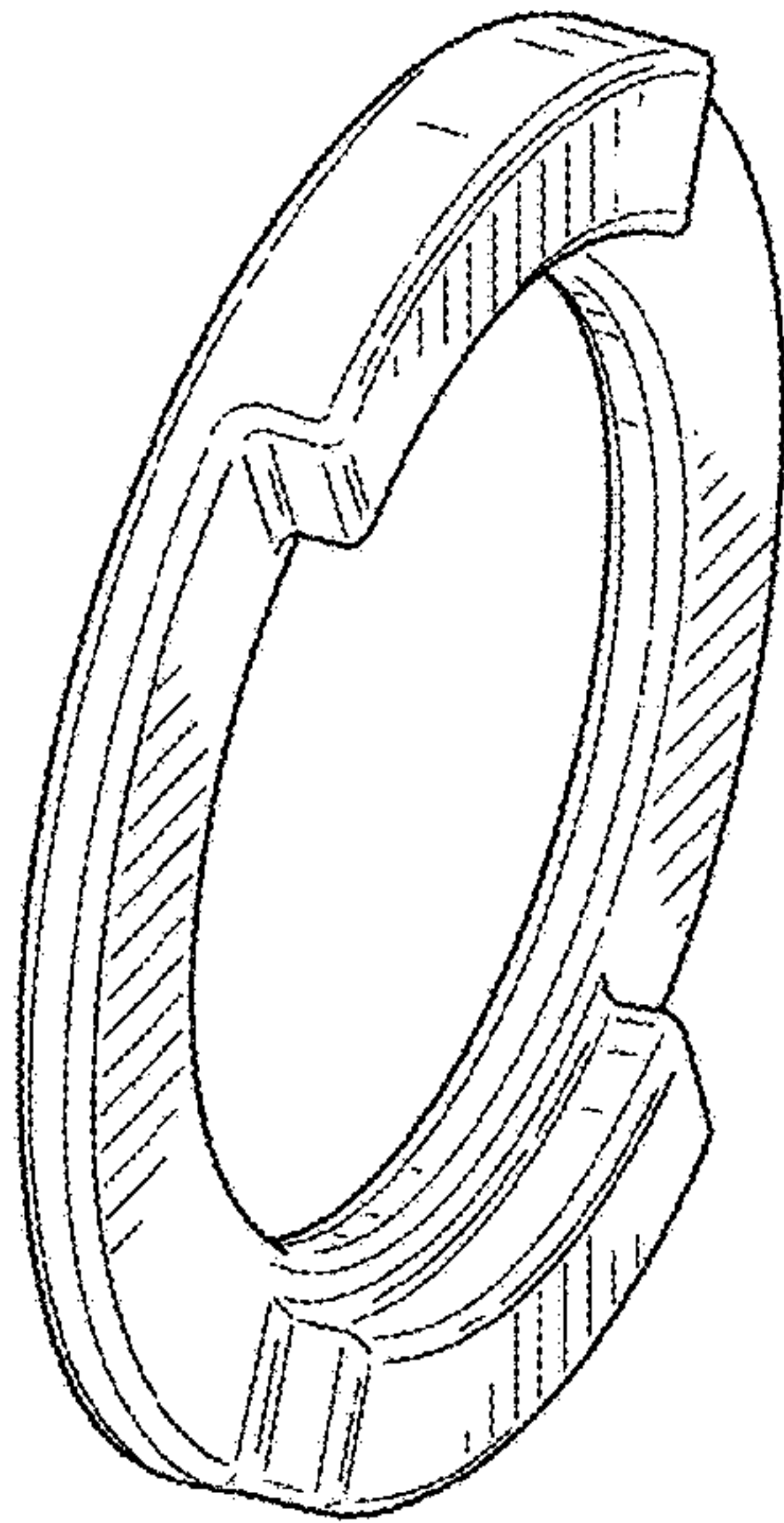


FIG. 15

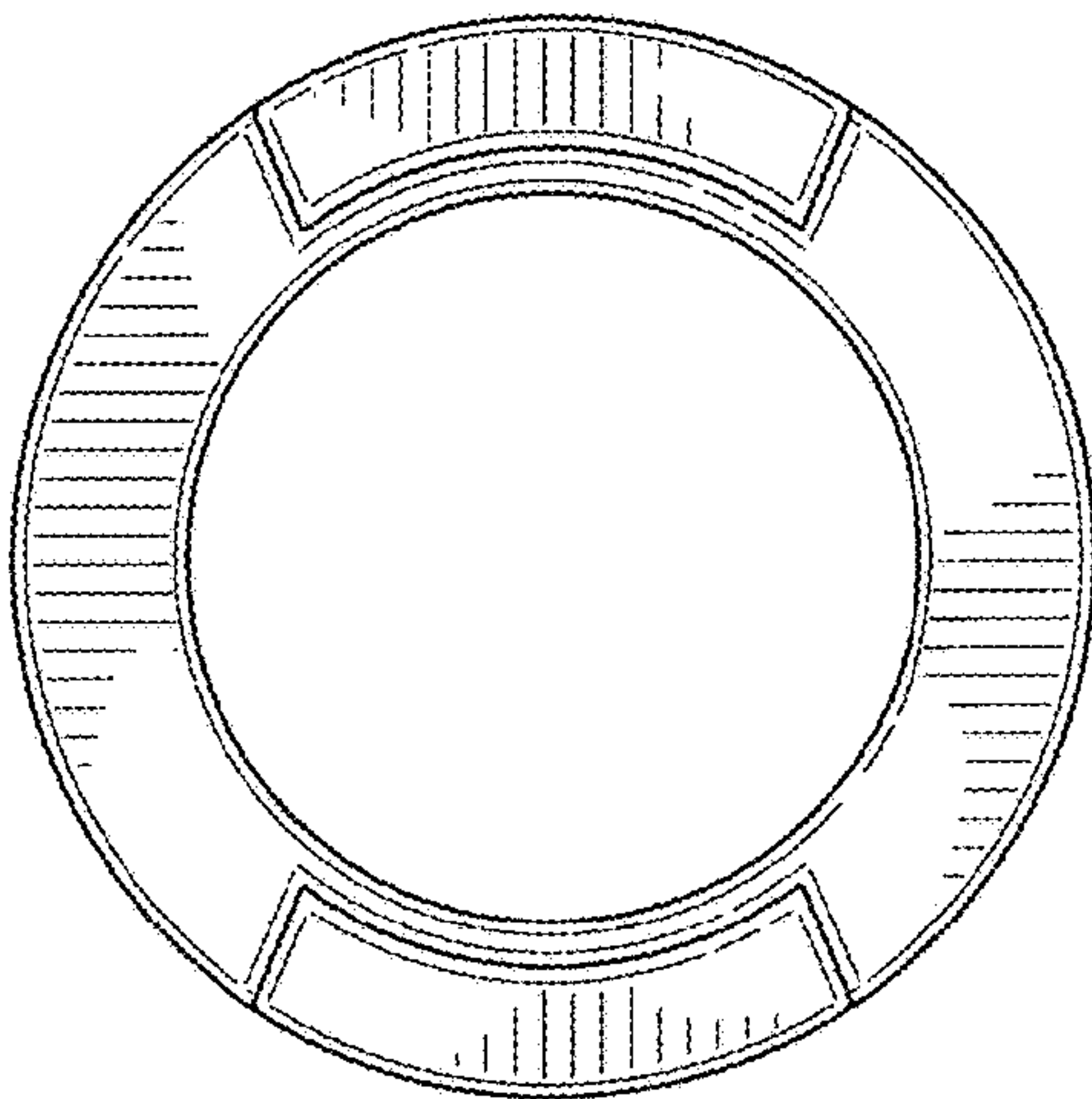


FIG. 16

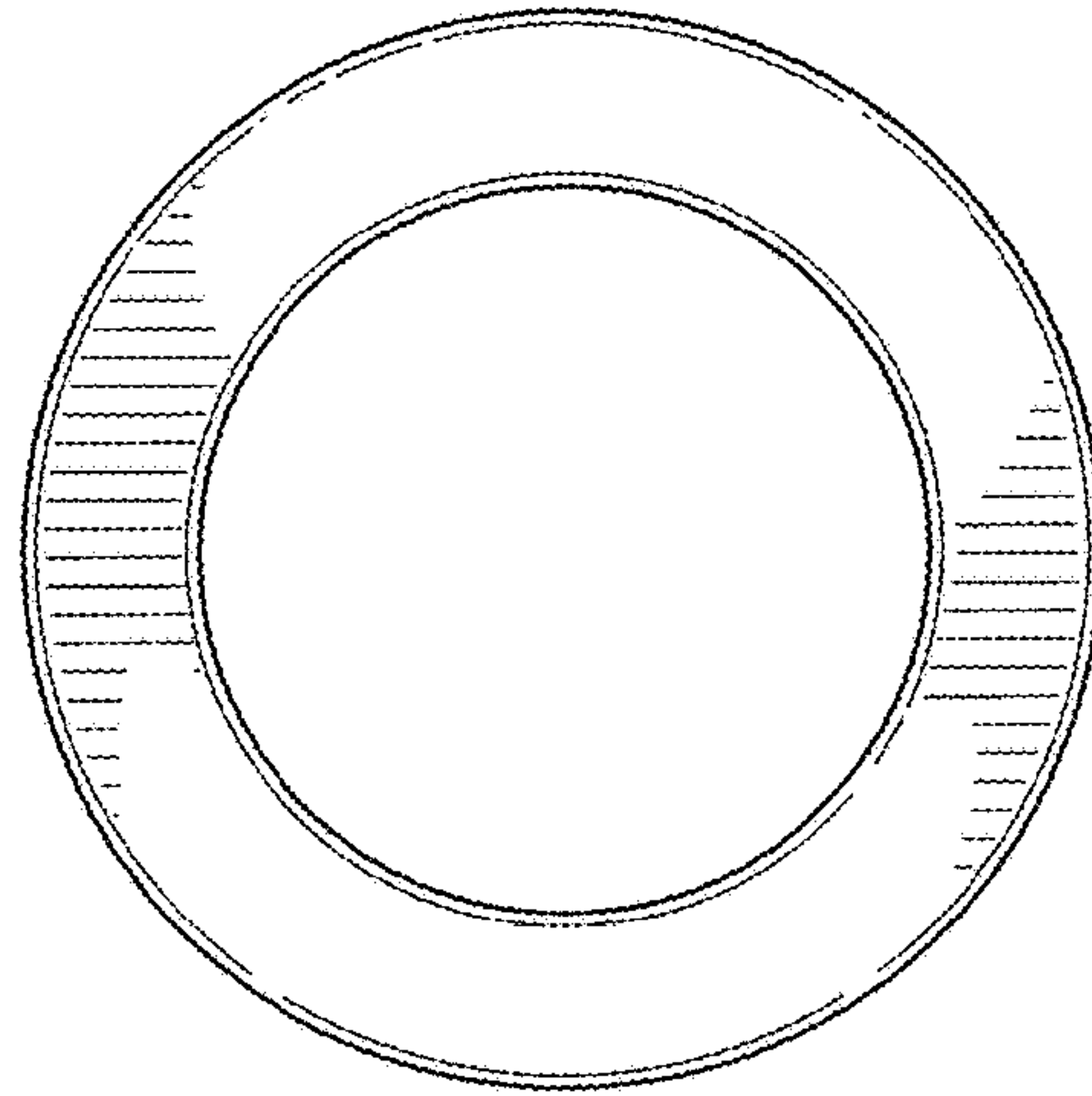


FIG. 17



FIG. 18

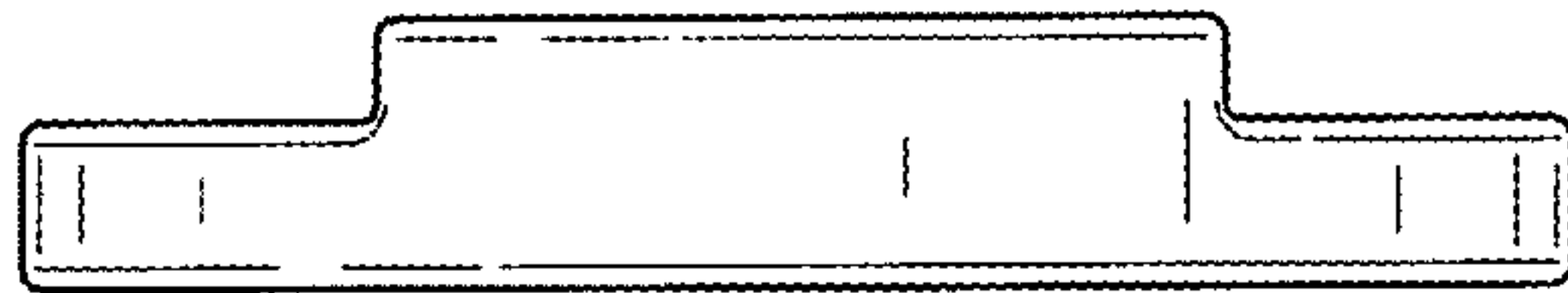


FIG. 19

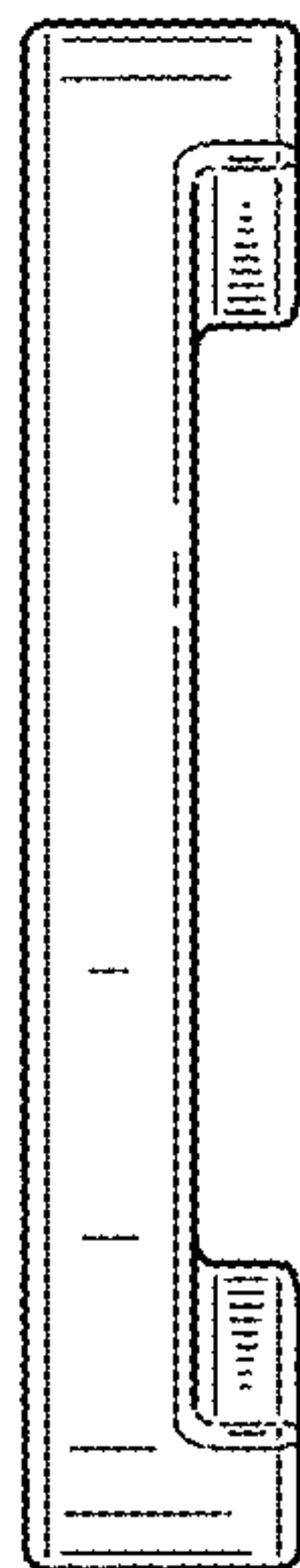


FIG. 20

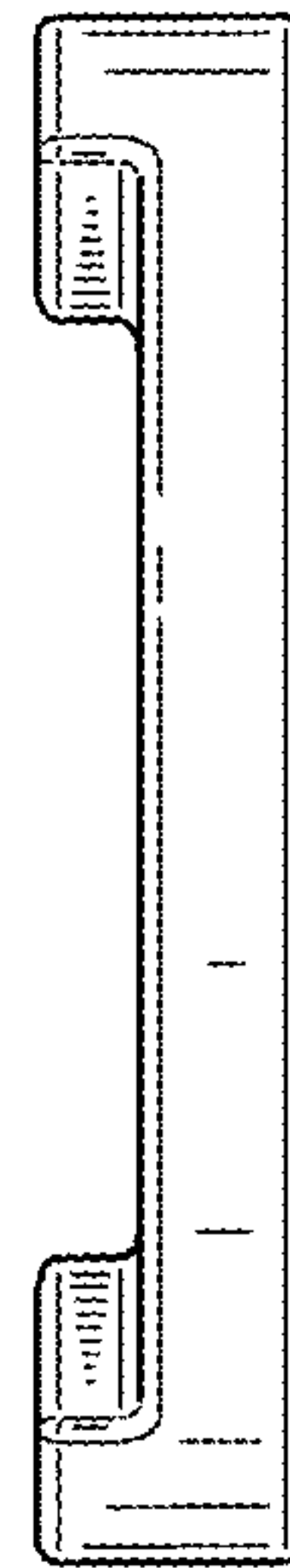


FIG. 21

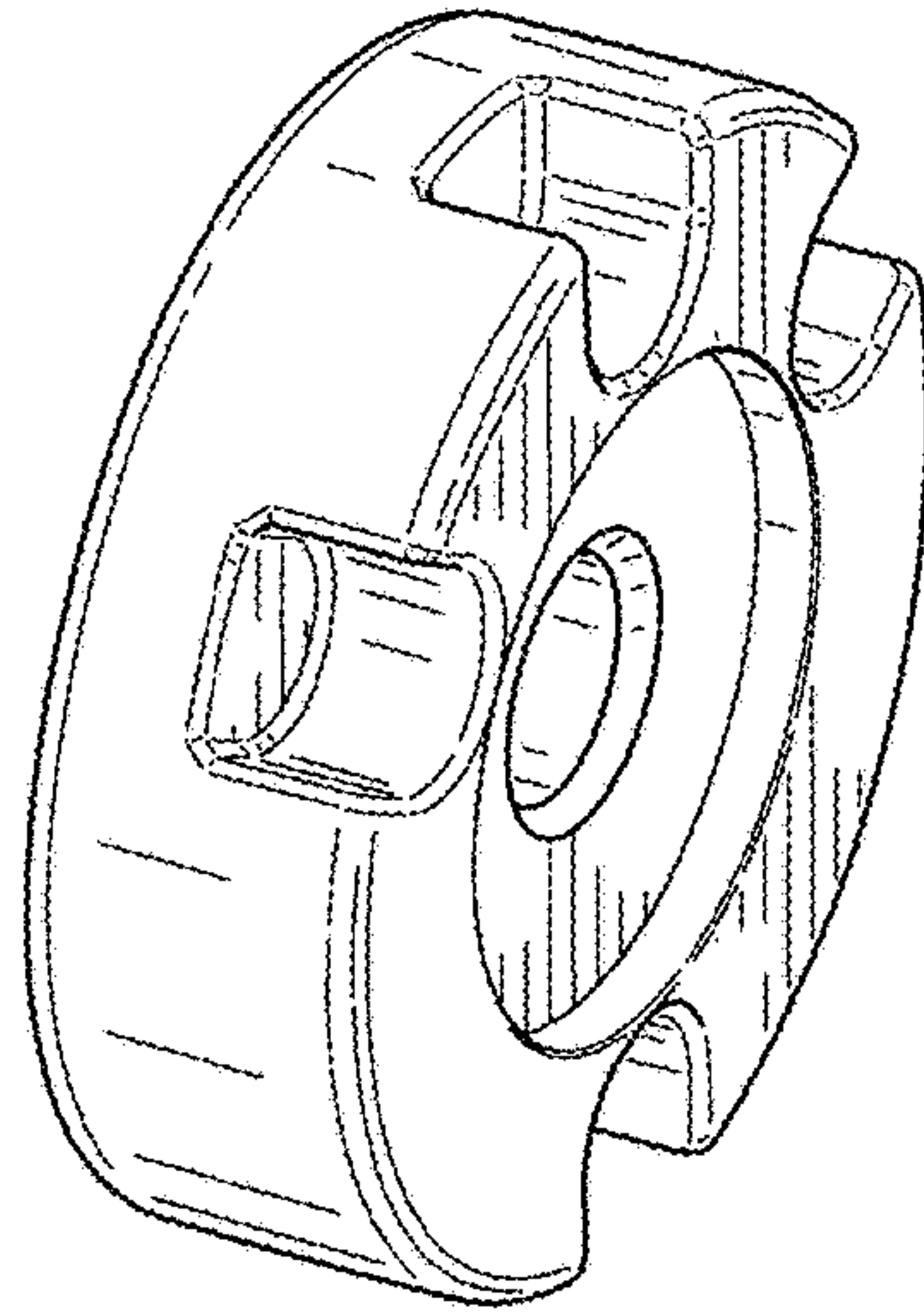


FIG. 22

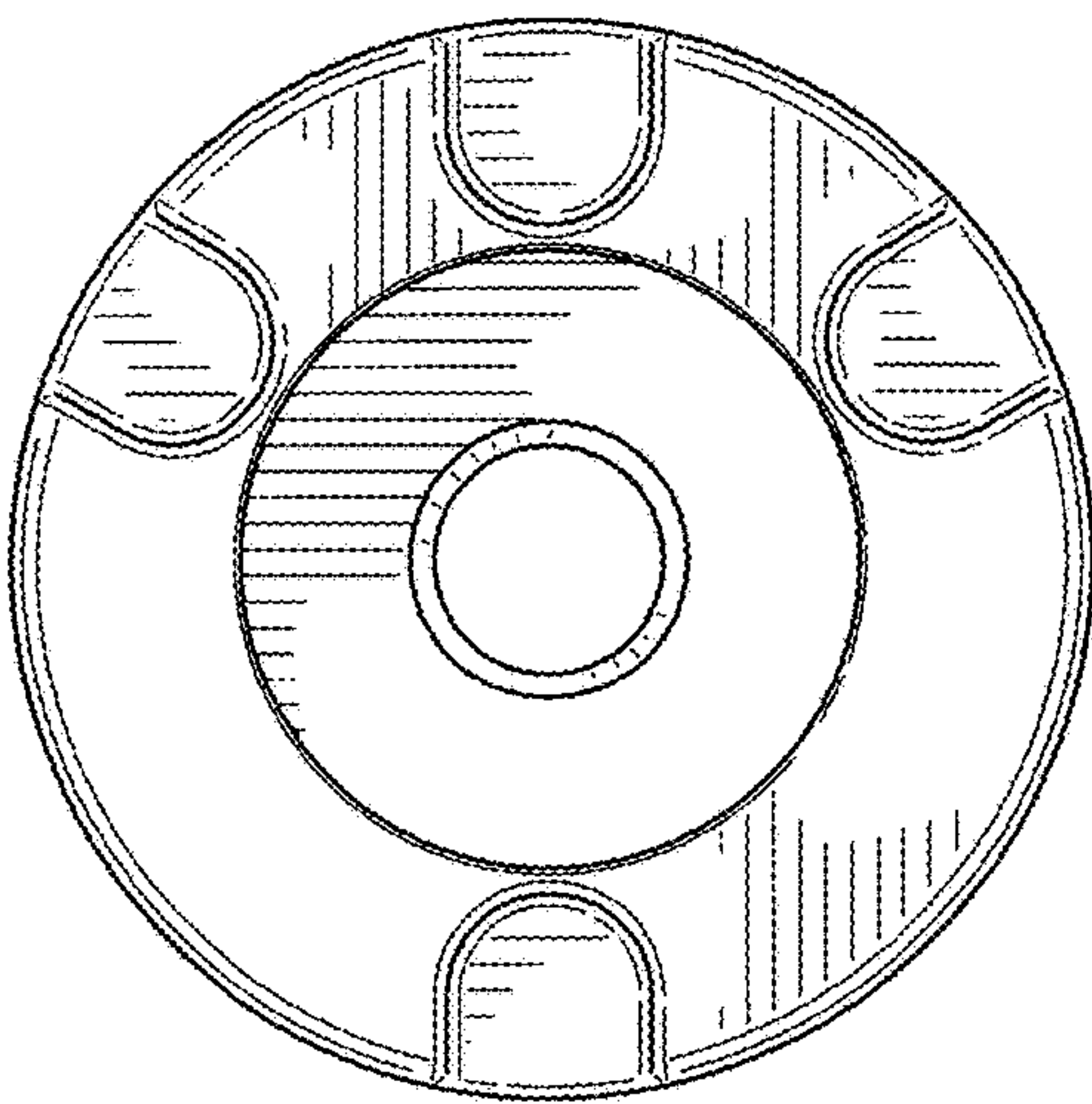


FIG. 23

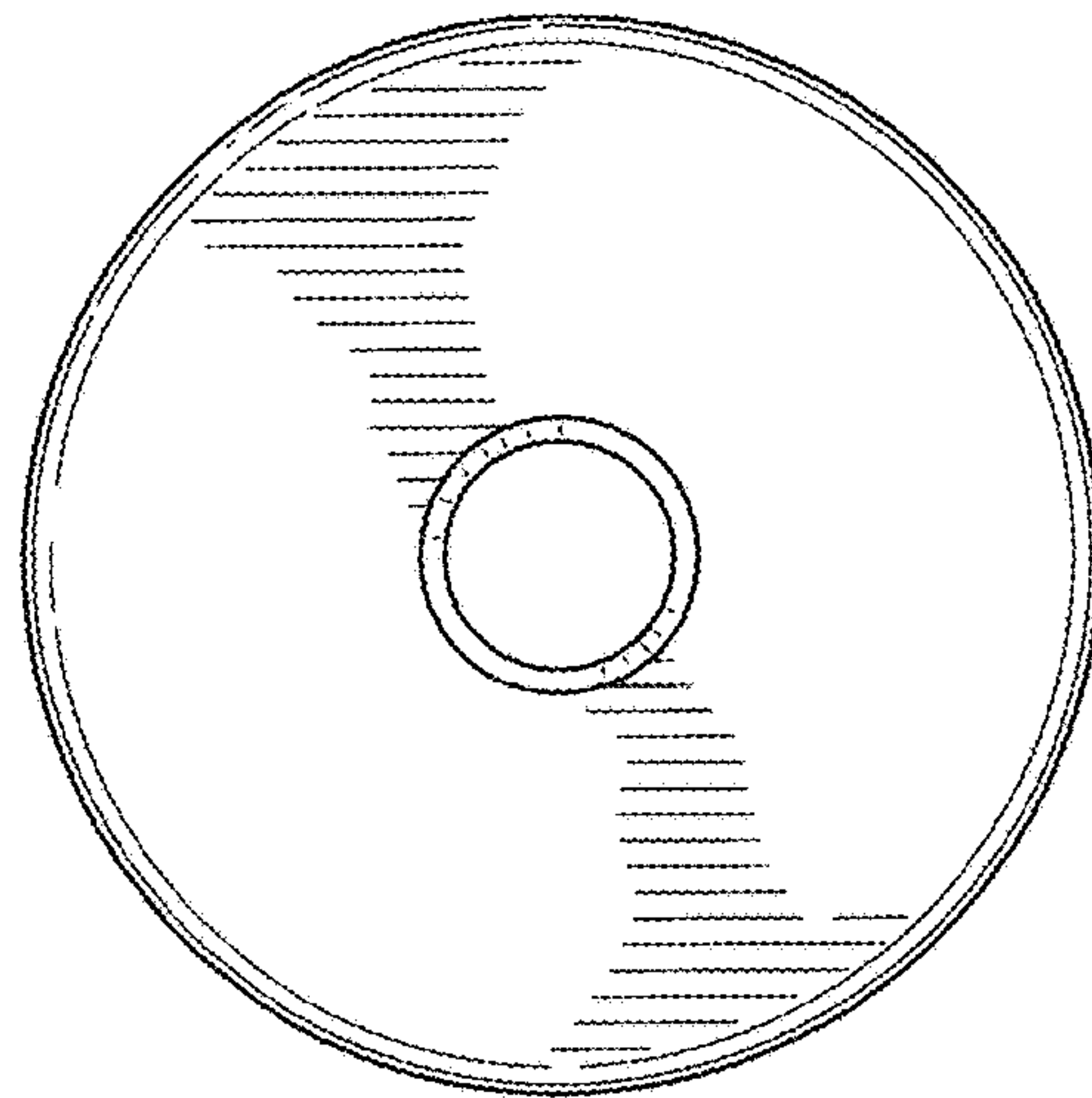


FIG. 24

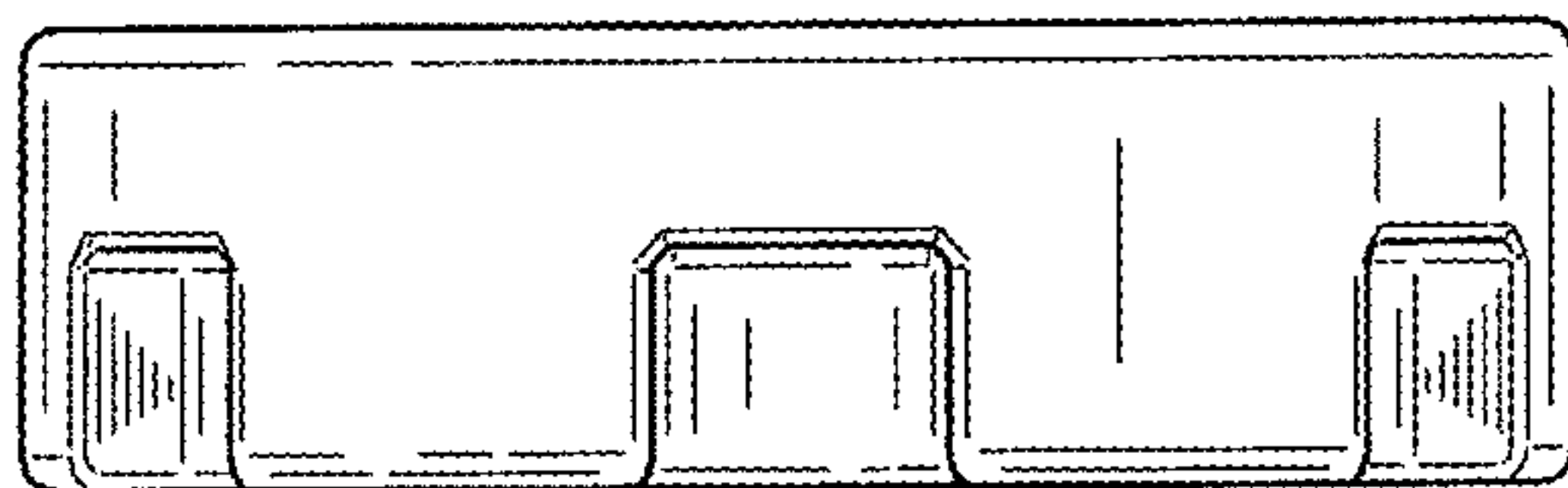


FIG. 25

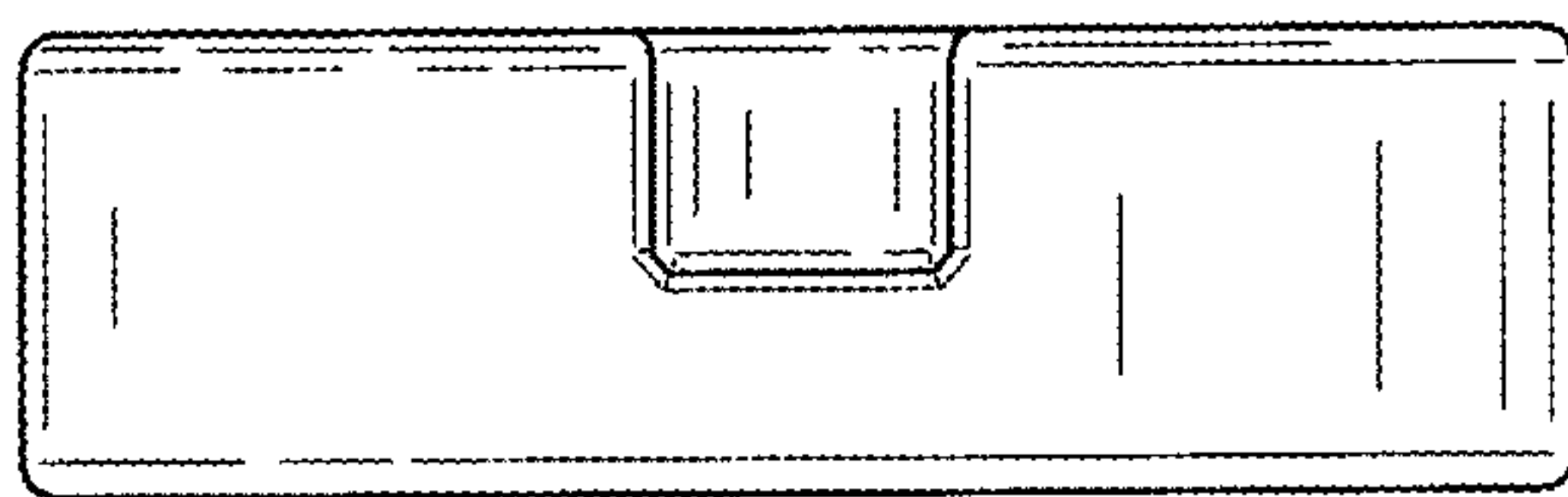


FIG. 26

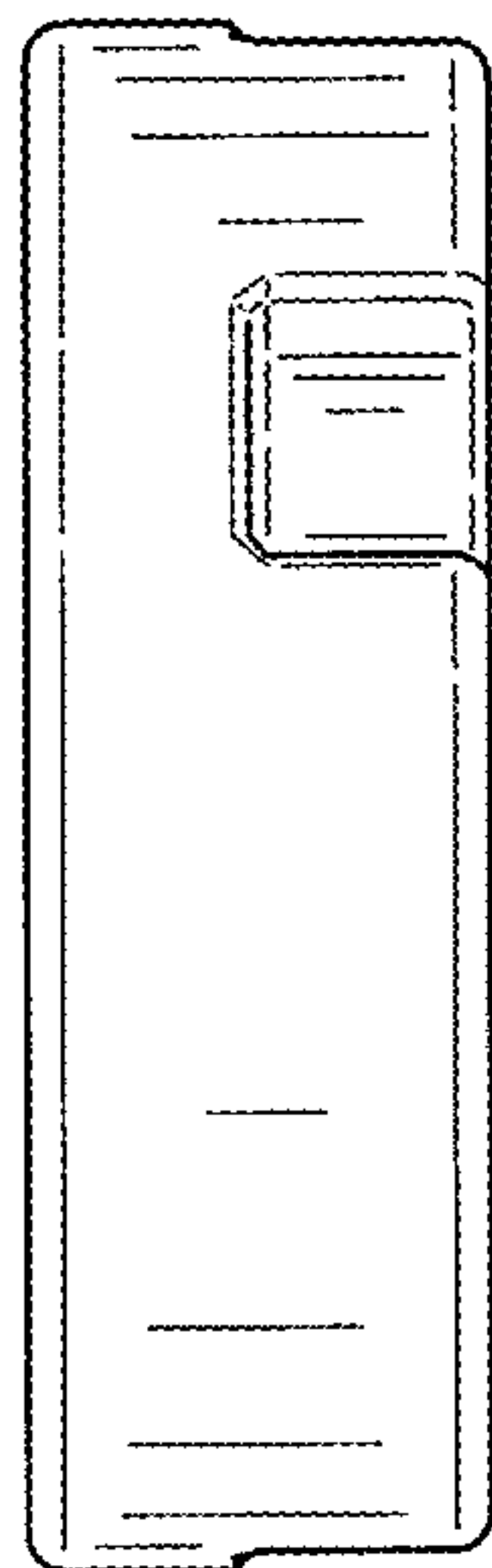


FIG. 27

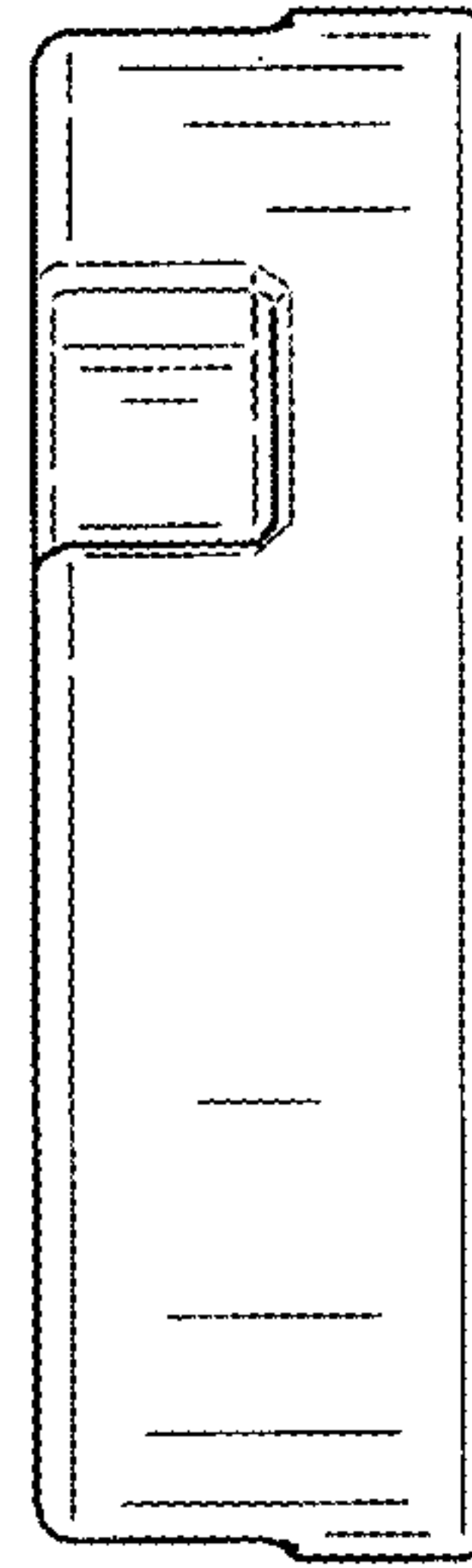


FIG. 28

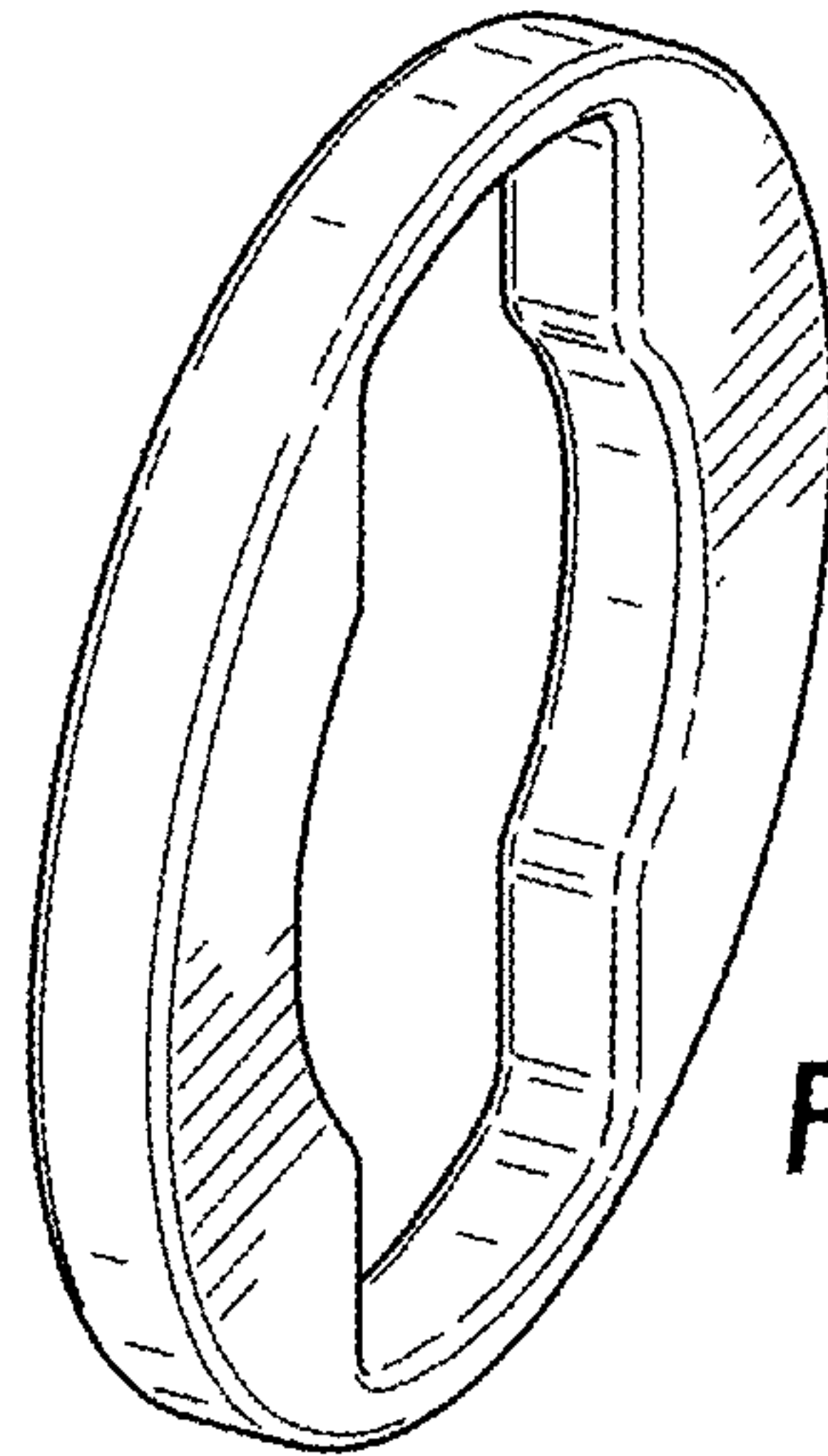


FIG. 29

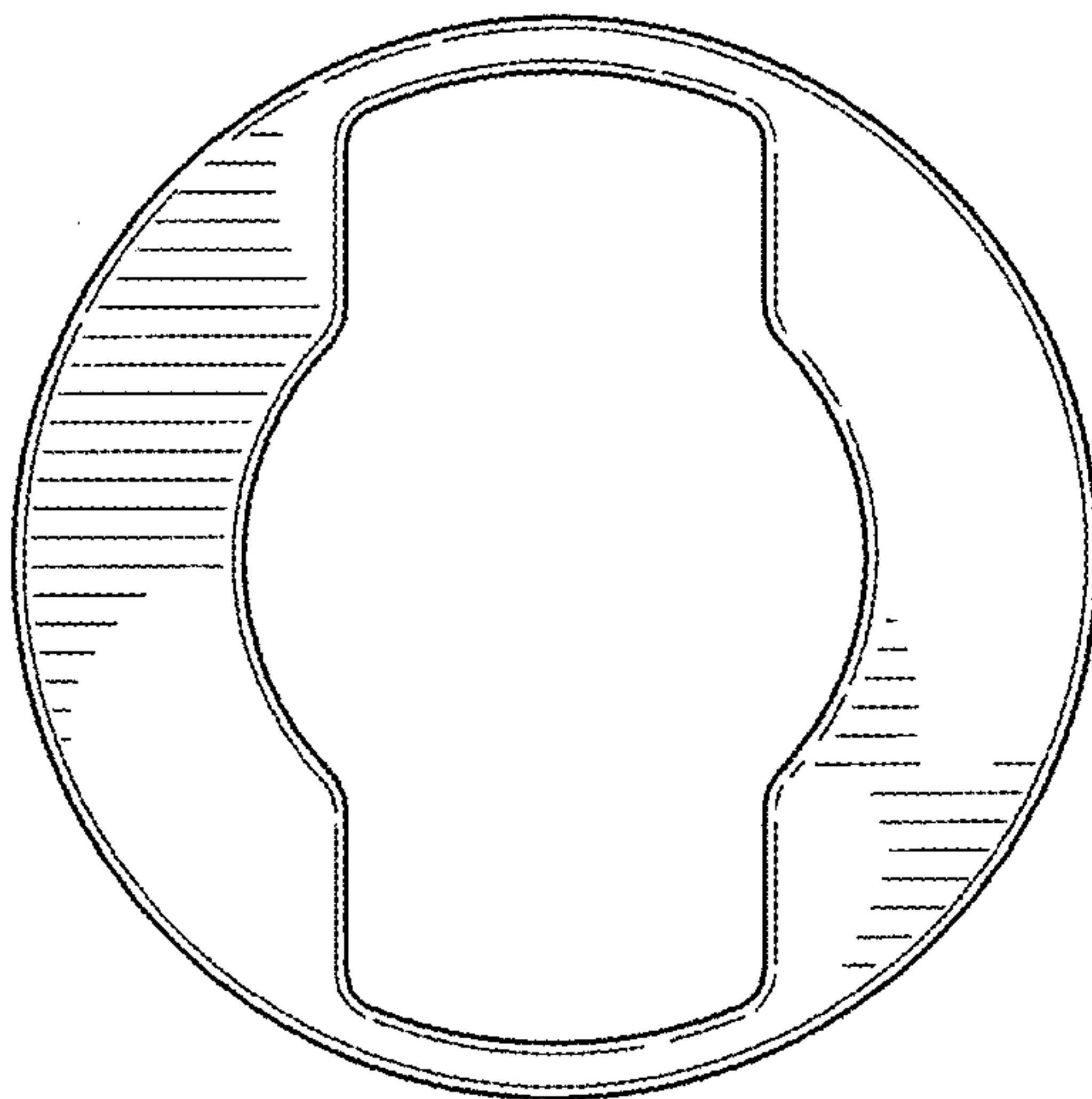


FIG. 30

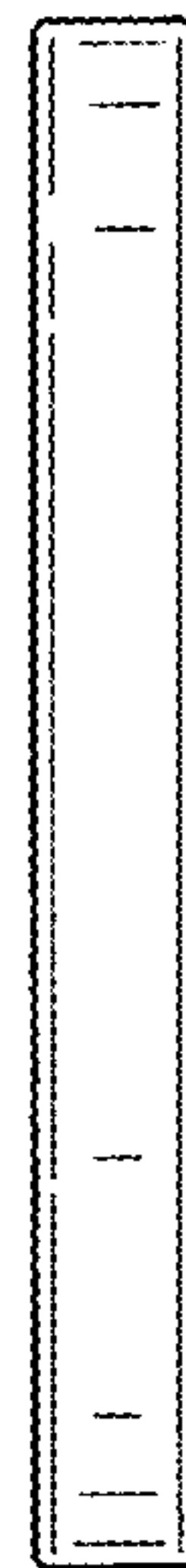


FIG. 31

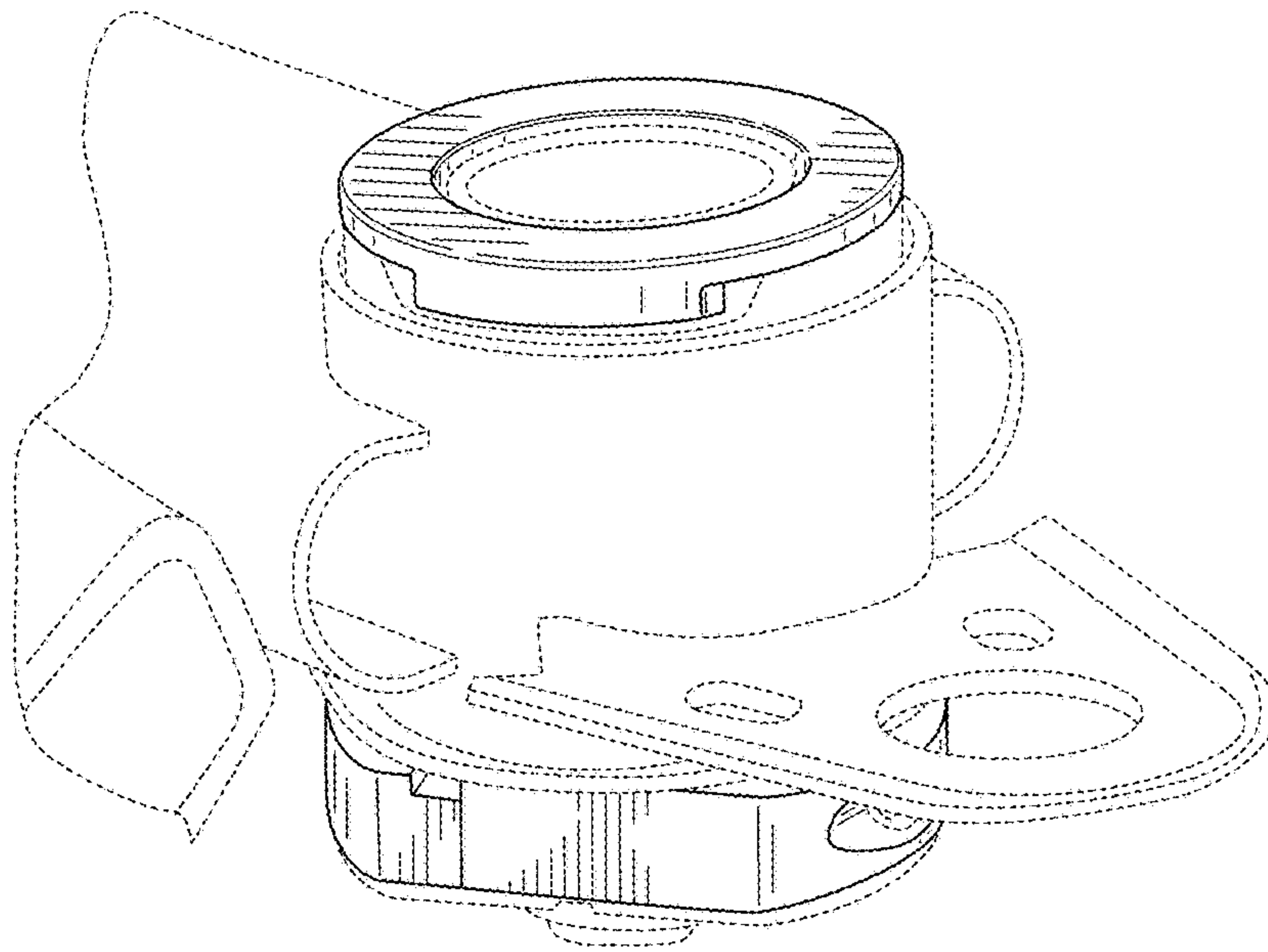


FIG. 32