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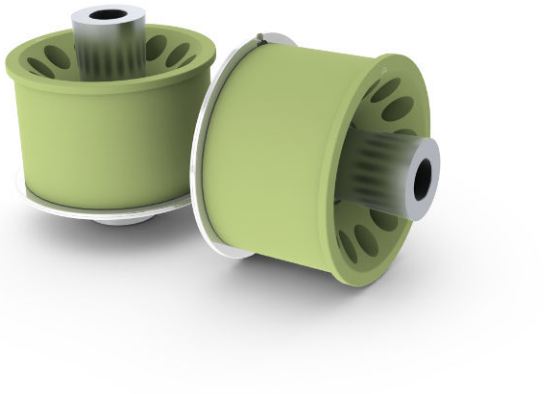
RACE ENGINEERING



Product:
Camaro Front Trailing Arm Street Spherical Bearing

Part Number:
1410117

Applications:
Chevrolet Camaro, 2010-Present

Description:
The Front Trailing Arm Street Spherical is designed to allow smooth motion of the front trailing arm while eliminating bushing deflection.

What's in the box:

(2) – FTA Bearing Assembly
(2) – Snap Ring
(4) – Loctite 620 Capsule

Difficulty of Installation: Beginner |----------x----------| **Advanced**
Reason: The installation requires some fitting of the front trailing arm. Pressing of the OE bushing can be difficult.

Expected Installation Time: 1 Hour and 15 Minutes, + 12 hours for adhesive curing.

Recommended Tools:

- 21mm Socket and Ratchet
- 21mm Box End Wrench
- 10mm Box End Wrench
- Ball Joint Tool, pickle fork
- Press and 74mm OD press tool
- Grinder with flapper sanding disk

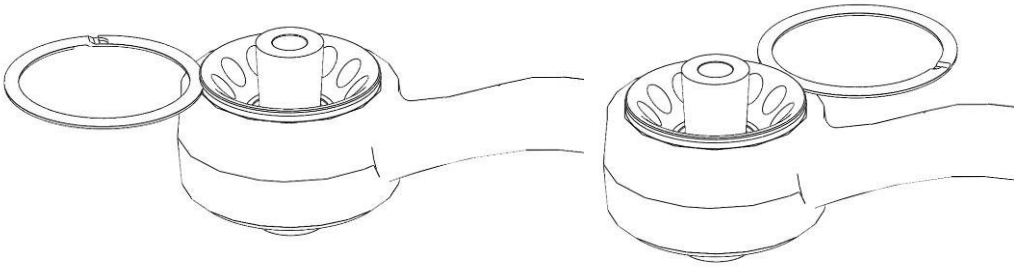
Removal

Using the 21mm wrench remove the nut attaching the front trailing arm, FTA, to the front strut. Using the ball joint tool remove the ball joint stud from the strut. Using the 21mm socket, ratchet, and box end wrench remove the bolt from the front trailing arm at the chassis. Remove the FTA.

Using a press and a 74mm press tool press the bushing out of the FTA. Using a torch to heat the housing surrounding the bushing can help free the bushing.

Installation Procedure

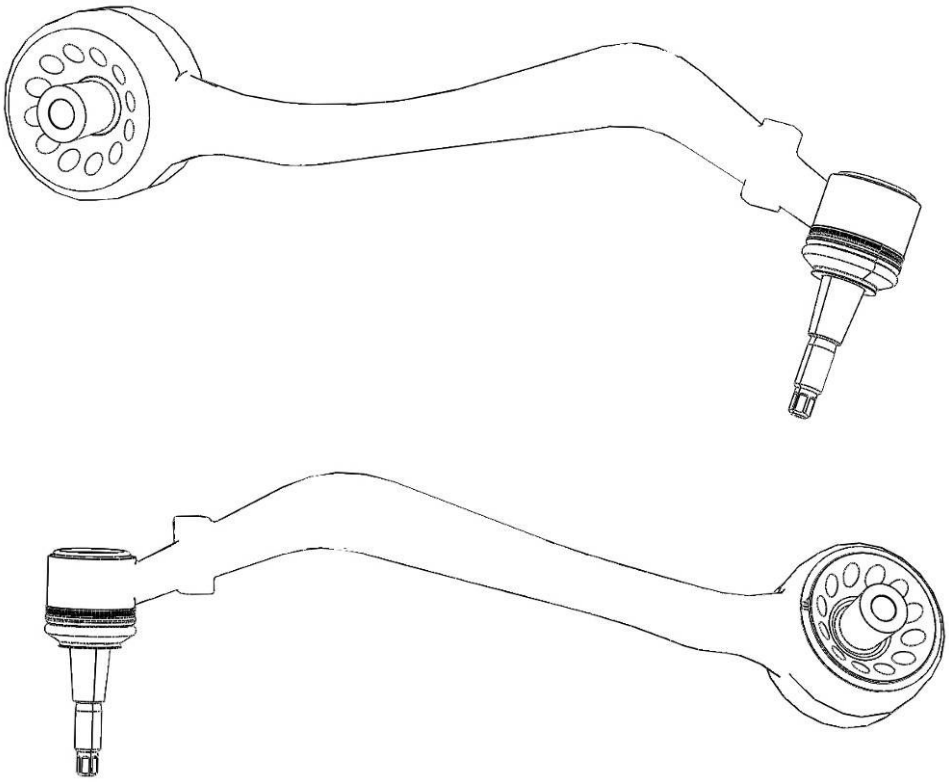
Note: Due to the rough casting and machining of the front trailing arm there can be some fitment required. Test fit the new bushing in the trailing arm. With the bushing flange flush with the housing check the fit of the snap ring as shown.



Mark the areas where the snap ring is tight or does not fit. Now using the grinder and flapper wheel remove the high spots from the FTA housing. Test fit the bearing from the other direction and repeat the process of testing the fit of the snap ring, marking high spots and grinding. By changing the direction you test fit the bearing you will be removing high spots from each side equally. Repeat this process until the bearing sits flush on the face of the bore and the snap ring fits without needing to be forced. These high spots are caused by the texture in the casting and also from the bored hole not being perpendicular to the faces. Once the bearing can be installed and the snap ring is free around the entire edge you are ready to proceed.

Clean and paint the faces of the trailing arm housing that where sanded to prevent any corrosion. The inside of the bore should not be painted as the bonding agent will protect these surfaces.

At this point the bushing can be installed. The bearing can be installed from either direction. Typically we install these such that the snap ring is towards the inside when installed. Clean the bearing housing and the FTA housing with brake cleaner. Let the surfaces dry before proceeding. Using the supplied Loctite carefully coat the bearing housing and FTA bore. Push the bearing into the housing and secure with the snap ring. Remove any excess Loctite. The Loctite provides about 8 minutes of working time and will be fully cured in 12 hours. Allow the 12 hours of cure time before use.



Finished installation of bearing shown in driver FTA.

Reinstall FTA in car and torque bolts to torque spec below.

Test drive and Enjoy!

Note on Bearing: It is normal for the bearing to be difficult to move with your fingers before installation. Once installed you should be able to articulate the bearing by moving the trailing arm. The bearing is designed to run in during use and is develop reduced preload after break in. Typically the bearing will be fully run in after the first 100-200 miles.

Fastener Torque

Bolt and nut at chassis	93 N-m (70 ft-lbs)
Ball joint Nut	93 N-m (70 ft-lbs)

Please contact Pfadt Customer Support with any questions!

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