



## Steeda Rear Lower Control Arm Spherical Bearing

Installation Instructions For Part: 555-4117



### Tools required

1. 6mm Allen wrench
2. 8mm socket
3. 10 mm socket
4. 13mm socket
5. 15mm socket
6. 18mm socket
7. 18mm wrench
8. 21mm socket
9. 32mm socket
10. Torque wrench

**Note:** Complete the entire disassembly, bearing installation and re-installation process for one corner at a time. Then move on to the other side of the car. Attempting to disassemble both sides at the same time will result in dropping the rear sub frame entirely.

### Disassembly

1. Raise the rear of the car and place it securely on jack stands utilizing the Steeda chassis jacking rails or a sturdy location on the body (do not place jack stands on the subframe).
2. Using a 21mm socket remove the lug nuts on the rear wheel and remove the wheel.
3. Locate the sway bar end link nuts and remove them using the 6mm Allen wrench and 18mm wrench, then remove the brake line bracket. *Figure 1.*



Figure 1



Figure 2

4. The ABS sensor is next, remove it using the 8mm socket. *Figure 2.*
5. Remove the two bolts which secure the brake caliper to the knuckle and remove the caliper. Be careful not to press the brake pedal in at any time otherwise the pads will need to be spread again for installation. You may rest the brake caliper on the rear sub frame.
6. Remove the brake rotor.
7. Using the 15mm and 18mm sockets, remove the upper and lower vertical link bolts and uninstall the vertical link.
8. Next disconnect the outboard bolt which connects the upper camber link to the knuckle using the 18 mm socket.
9. Remove the outboard toe link bolt with the 21mm socket.
10. Remove the axle nut 32mm socket.
11. Remove the outboard lower control arm bolt which attaches it to the upright using a 21mm socket.
12. Slide the upright off the axle.
13. Using a 13mm socket loosen the two bolts on the front subframe bracket. *Figure 4.*



Figure 3



Figure 4

14. Remove the front and rear subframe bolts (only one side at a time) using a 21mm socket. *Figure 4.*
15. Remove the 4 damper bolts using an 18 & 15mm socket.
16. Remove the factory spring from the lower control arm.
17. Unbolt the rear exhaust brackets and let the exhaust hang, also remove the front exhaust slip collars. The exhaust needs to drop down to gain access to the rear lower control arm inboard bolts. *Figure 5, Figure 6.*



Figure 5



Figure 6

18. Remove the two inboard control arm bolts and remove the control arm from the sub assembly.

### **Bearing Removal and Installation**

1. To remove the bearing you will need a press. A ball joint press will work just fine. Align the bearing and control arm vertically with the axis of the press.
2. Support the face of the control arm perpendicular to the bushing in order to prevent damaging the control arm during removal.
3. Center the bearing removal tool on the factory bushing.

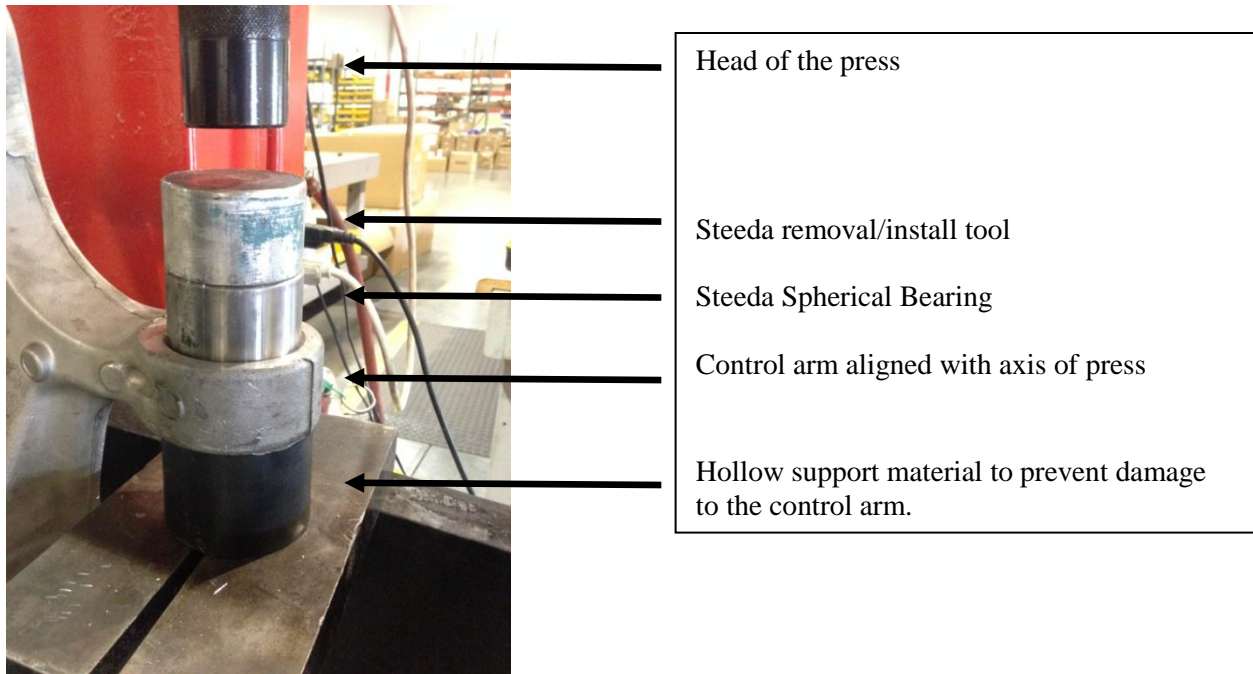


Figure 7

4. Press the bushing out.
5. Place sleeve retainer on the inside surface of the bearing face of the control arm.
6. Line up the new bearing with the hole in the aluminum control arm. Be careful to avoid any misalignment! Aluminum is relatively soft and you can damage/gall the surface of the bearing face easily if the product is misaligned.
7. Again support the face of the control arm perpendicular to the bearing race to avoid damage. Using the Steeda provided tool press the new bearing into the control arm until the bearing housing is flush to the control arm face.

### **Installation**

1. To re-install the lower control arm into the sub frame, raise and support the axle and caliper. Then insert the front inboard bearing into the sub frame. Insert it farther than the typical installation depth to free up space for the Steeda spherical bearing to swing into place. From the bottom of the sub frame lift the Steeda spherical bearing into place and then install the two inboard control arm bolts.
2. Follow the disassembly instructions in reverse order to install the stock components back onto the car. Torque all bolts to factory specs.