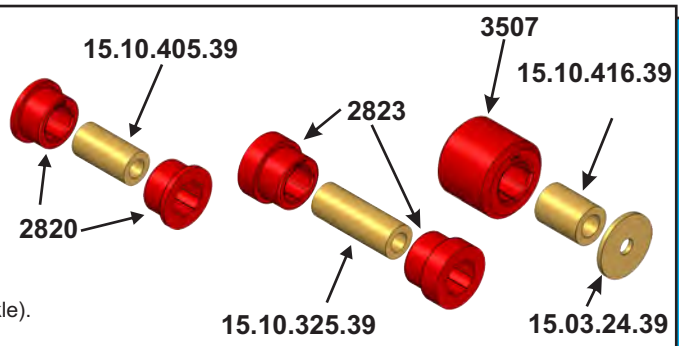
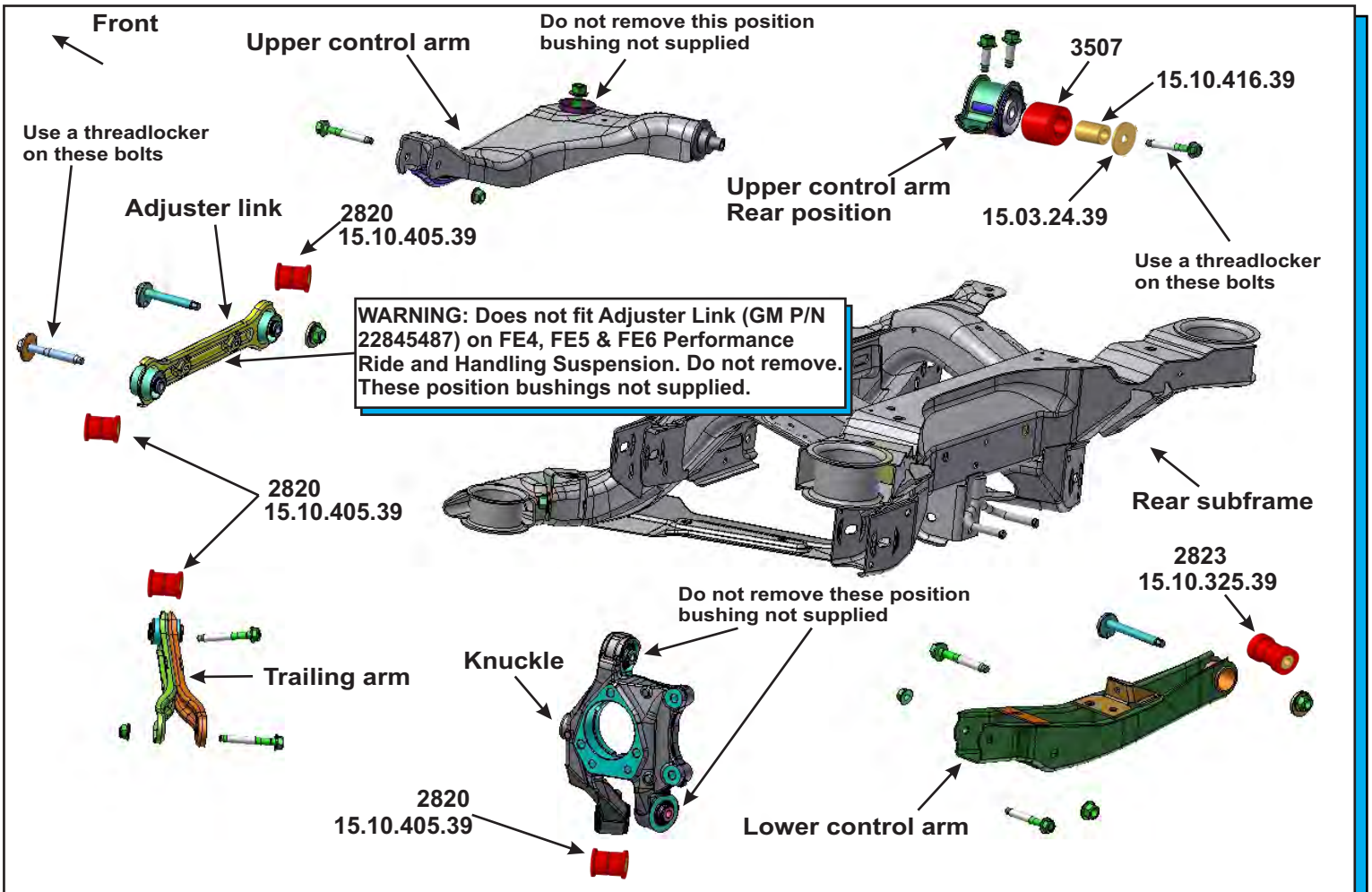
Installation instructions
For set # 3.3196
2010- UP Chevy Camaro
Rear Control Arm Bushings

It is recommended that if you are unfamiliar with this type of work that you refer to a qualified service center specializing in this type of work. It is also recommended that if you choose to do this work yourself that a factory service manual be obtained for the proper procedures pertaining to removal, replacement and proper torque specifications for your vehicle. This instruction set is intended as a guideline for the safe installation of Energy Suspension's polyurethane bushings, once you have removed the factory components from your vehicle. Wheel alignment is almost always disturbed when suspension components are removed or replaced. It is recommended that you have the alignment checked on your vehicle at a qualified alignment shop. Energy Suspension recommends that you read over all the installation instructions and check all P/N's and quantities in the parts list before you start. Prior to installation, make sure that your car is in excellent mechanical condition and that there are no suspension or streeing related problems. This part has been designed to work only with a car that is in good state of repair. No matter how carefully we design our parts, this is one area we have no control over and cannot be held responsible.

Parts list: 3.3196

2 - 3507 (Upper control arm rear position).
2 - 15.10.416.39 (1.500" O.D. x .875" I.D. x 2.000" LG. Sleeve for upper control arm rear position).
2 - 15.03.24.39 (2.500" O.D. x .625" I.D. x .188" THK. Washer for upper control arm rear position).
4 - 2823 (Lower control arm).
2 - 15.10.325.39 (1.000" O.D. x .563" I.D. x 2.745"LG. Sleeve for lower control arm).
16 - 2820 (Adjuster link, trailing arm & knuckle).
4 - 15.10.405.39 (1.000" O.D. x .563" I.D. x 1.960"LG. Sleeve for adjuster link).
4 - 15.10.613.39 (1.000" O.D. x .500" I.D. x 1.960"LG. Sleeve for trailing arm & knuckle).





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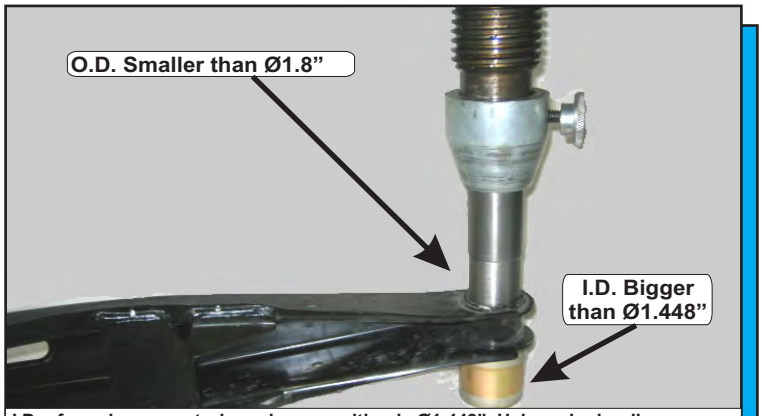


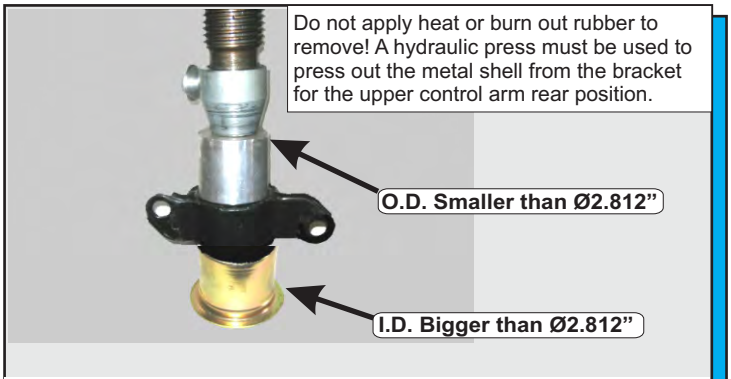
I.D. of rear lower control arm inner position is Ø1.448". Using a hydraulic press, properly support control arm and slowly push out the rubber bushing with bonded outer metal shell. Remove all sharp edges from I.D. Apply grease to all metal parts that will contact the new polyurethane bushings.

Fastener Tightening Specification:

Adjustable Link Bolt to Knuckle: 103 lb ft
Adjustable Link Adjuster Nut: 85 lb ft
Lower Control Arm Adjuster Nut: 85 lb ft
Lower Control Arm to Knuckle: 30 lb ft + 120°
Lower Rear Shock Absorber Nut: 59 lb ft + 120°
Rear Shock Absorber Nut: 33 lb ft
Rear Stabilizer Shaft Insulator Clamp Bolts: 16 lb ft
Rear Stabilizer Shaft Link Nut: 36 lb ft
Rear Wheel Bearing and Hub Bolts: 85 lb ft
Trailing Arm to Frame Bolt: 74 lb ft
Trailing Arm to Knuckle Bolts: 30 lb ft + 120°
Upper Control Arm to Bushing Bolt: 118 lb ft
Upper Control Arm to Knuckle 44 lb ft + 90°
Upper Control Arm to Frame Bolt 59 lb ft + 120°
Upper Control Arm to Bushing to Frame: 37 lb ft + 120°
Upper Rear Shock Absorber Bolt: 43 lb ft
Rear Wheel Drive Shaft Nut (: 199 lb ft

Refer to the shop manual for the safe removal of front and rear control arms, torque specs, and alignment of your vehicle. Removal of the factory bushings on the trailing arm, adjuster link & knuckle will all be the same. The bushings are not bonded & no metal shell to press out.

NOTE: ONLY REMOVE THE BUSHING AT THE LOWER POSITION WHERE THE TRAILING ARM BOLTS TO THE KNUCKLE. BUSHINGS ARE NOT SUPPLIED WHERE THE UPPER CONTROL ARM BOLTS TO THE KNUCKLE & WHERE THE LOWER CONTROL ARM BOLTS TO THE KNUCKLE. To remove the old original bushings use a piece of all-thread, tubing, flat washers and nuts. The tubing needs to be big enough for the old bushing to fall into. The factory metal sleeve is bonded to the rubber. Tighten the nuts and the sleeve until you pull out the rubber bushing with it. Remove any sharp edges that might cut the new polyurethane bushings during installation. Apply grease to all metal parts that contact the polyurethane bushings. Use a threadlocker on the factory bolt where the adjuster link bolts to the knuckle, then torque to factory specs.



Do not apply heat or burn out rubber to remove! A hydraulic press must be used to press out the metal shell from the bracket for the upper control arm rear position.

NOTE: ONLY THE REAR POSITION BUSHING IS SUPPLIED FOR THE UPPER CONTROL ARM! DO NOT REMOVE THE FRONT POSITION BUSHING, IT IS NOT SUPPLIED IN THIS KIT! Before installing P/N 3507, remove the sharp edge from the bracket with a file making a smooth rounded corner. Apply grease to the leading edge, O.D. and I.D. of P/N 3507, sleeve 15.10.416.39, one side of washer 15.03.24.39 and all metal parts that will contact the new polyurethane bushings. Use a threadlocker on the factory bolt, then torque to factory specs.