



Description: PFADT Series Rear Tie Rods; Chevrolet Camaro 10-15
Part Number: 460-402003-A



What's in the box:

- (2) – Rear Tie Rod
- (1) – RTR Bushing Kit

Difficulty of Installation: **Beginner** |-----x-----| **Advanced**

Reason: This product is simple to install, requiring no special tools and can be completed on jack stands.

Expected Installation Time: 1 hour 30 minutes

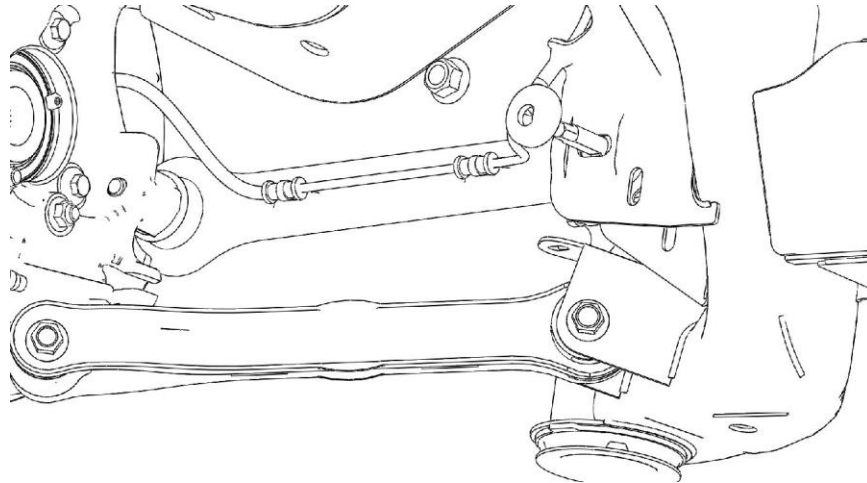
Recommended Tools:

- 21mm Box End Wrench
- 21mm Socket
- 18mm Socket
- Ratchet
- Torque Wrench

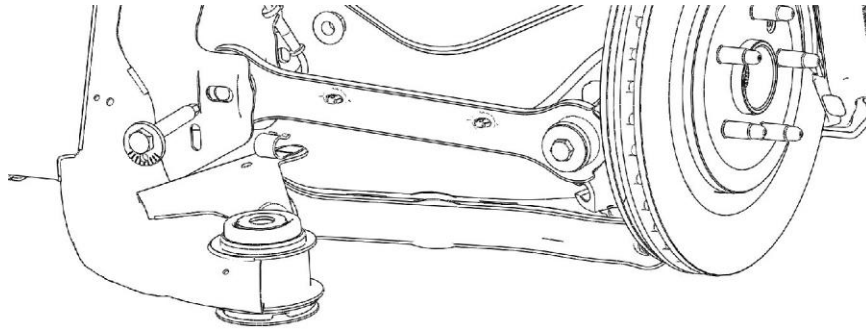
Installation Procedure

OE Rear Tie Rod Removal

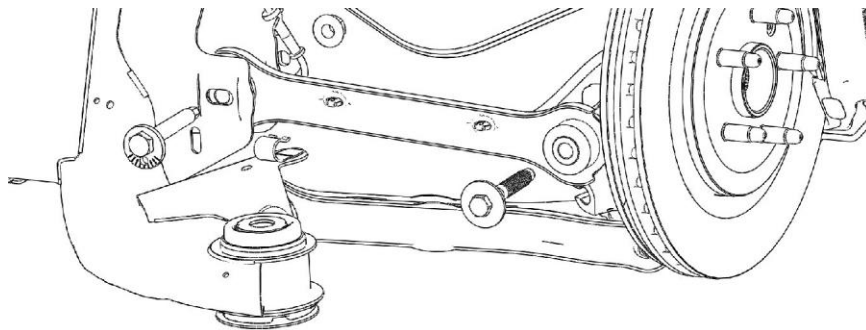
Safely lift and support the car. Remove the rear wheels.



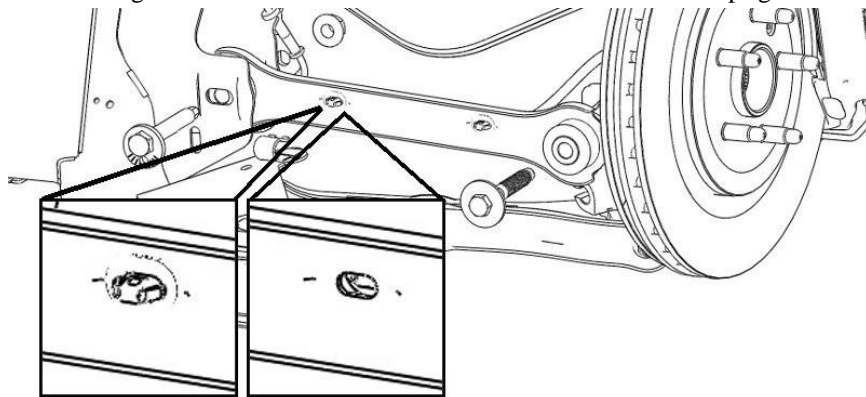
Using a 21mm socket, ratchet and 21mm box end wrench remove the nut and washer from the subframe bolt.



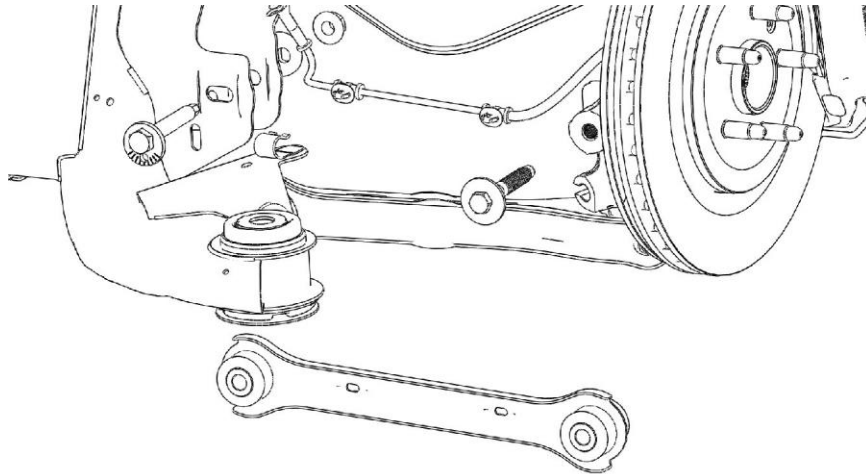
Remove the bolt from the subframe.



Using a 18mm socket and ratchet remove the bolt from the upright.

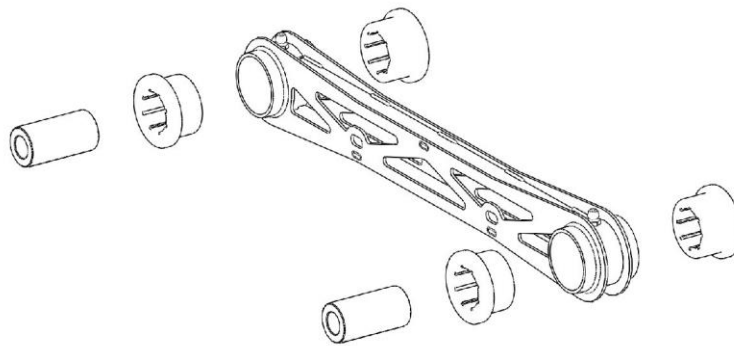


Remove the two clips retaining the ABS sensor by squeezing the tabs on the front and pushing the tab through the hole.

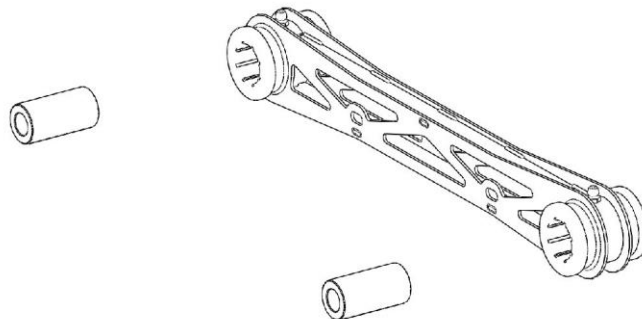


Remove the OEM Rear Tie Rod.

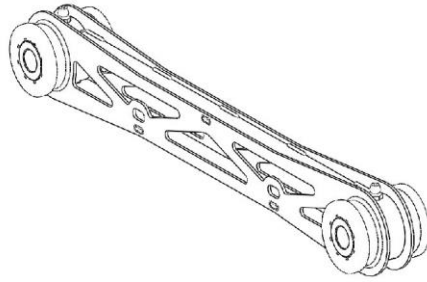
RTR Installation



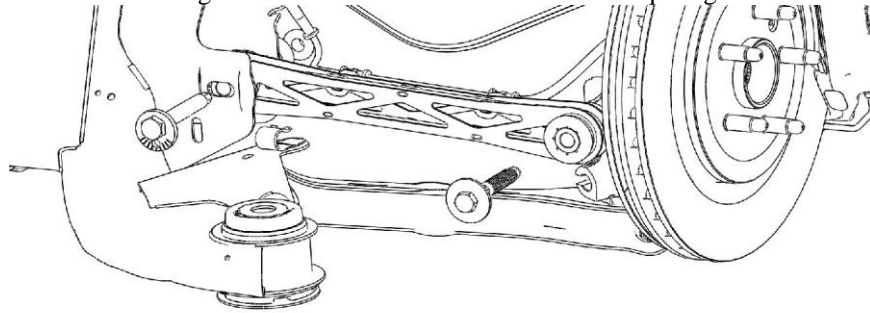
Clean the mating surfaces of the bushings and the tie rod with mild cleaner. Press the bushings into the control arm bores from each side.



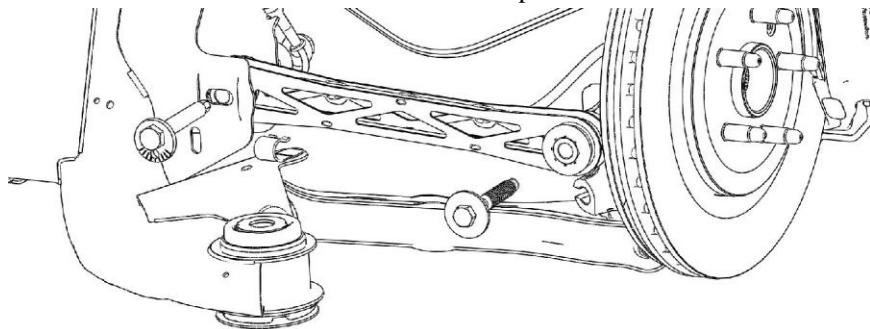
Using the provided grease, grease the inside of each bushing and the outside of each aluminum sleeve. Try and fill the grooves in the bushing with the grease.



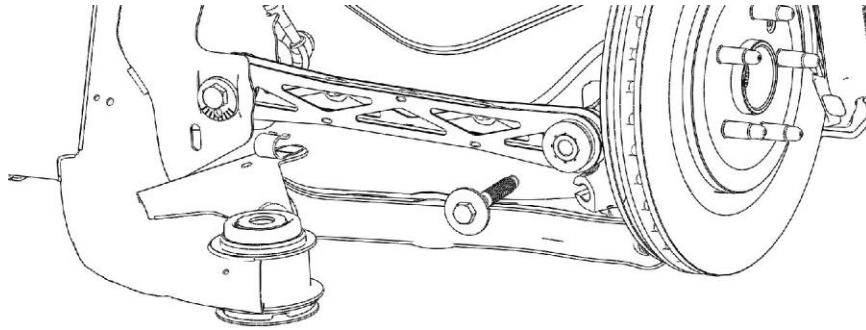
Press the sleeves into the bushings. Use the excess grease to lubricate the faces of the four bushings. The end faces of the sleeves do not require grease.



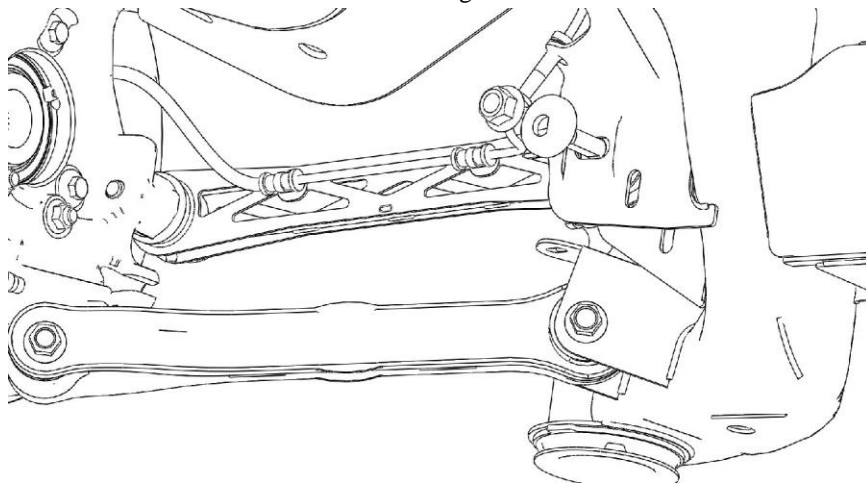
Position the RTR in place.



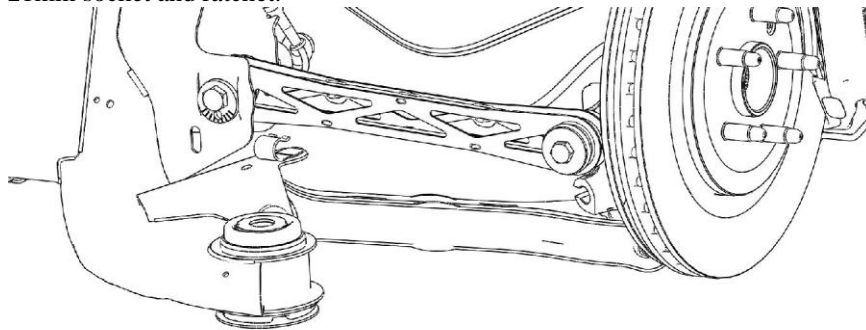
Insert the two ABS sensor clips in the slots.



Install the bolt through the subframe.



Install the washer and nut and tighten using the 21mm box end wrench and 21mm socket and ratchet.



Install the bolt into the upright and tighten using the 18mm socket and ratchet.

After installation is complete the rear toe will need to be set. Properly greased bushing should remain quiet for years. A dry bushing will squeak. Take the time during the installation to ensure there is plenty of grease on all of the working surfaces. One commonly over looked place is the faces of the bushings where they contact the subframe, upright, etc. The grease provided is a specially formulated grease that is extremely tacky and handles the high pressures well. General purpose grease is not recommended for this application because it will quickly squeeze out of the bushings leaving dry areas that will be prone to noise. If using the grease zerts it is required that the control arm be unbolted from the car to allow the old grease to escape from the grooves. Once clean grease flows from the grooves use this excess to grease the bushing faces and then reinstall.

Torque Specifications

Bolt and Nut through Subframe 165 Nm (120 ft lbs) Bolt into
Upright 120 Nm (90 ft lbs)

Contact customer support with questions.



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