



PolyBronze™ Control Arm Bearings - Installation Instructions

Part #2051400

Protected by US Patent 7,325,796

Cars Applicable

'65 thru '67 911/912

Parts List

Qty	Description
4	Bronze Bearing
2	Bearing Race

Required but not included

JB Weld brand 2 part steel epoxy (or equivalent)

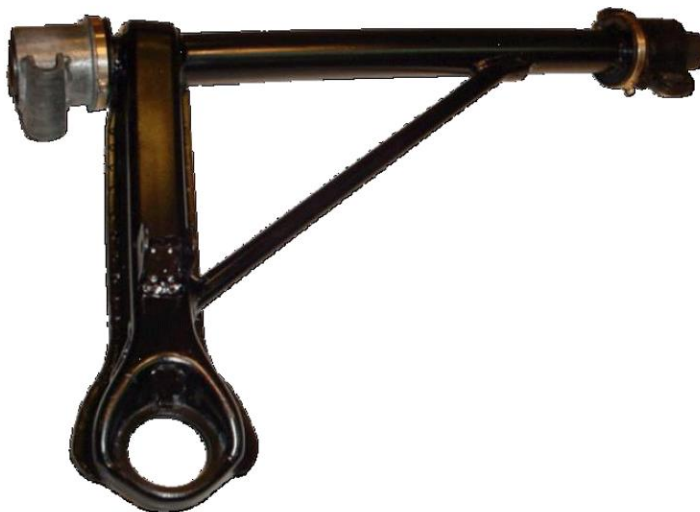
Introduction

PolyBronze control arm bearings replace the rubber bushings securing the control arms to their mounts.

These bearings provide improved road feel and handling. They do not compress under load and thereby maintain suspension alignment settings.

PolyBronze control arm bearings are provided with integrated grease fittings making periodic re-lubrication easy.

Note – PolyBronze control arm bearings should be lubricated at installation and 3,000 mile intervals for street use, competition cars should lubricate every 8 days of track use. Use high quality moly-based grease.



1 – Removing the metal end mounts and rubber bushings from control arms

With control arms removed from car, secure control arm in a bench v

Heat rear metal mounts using a propane torch until a small amount of is visible. Using care not to distort the mounts, grip the mounts with a lock pliers and twist them off the control arm. If they are very hard to move heat.

'65-'67: Pry the front rubber bushings off the control arms.

**2 – Cleaning up the ends of the control arms**

Be sure to remove paint and any surface irregularities on the section the race.

The control arm end should be clean, grease free and smooth to the

Use sandpaper and degreaser as needed to ensure good adhesion in

**3 – Fitting bearing races onto front of the control arms**

Races are fit to the front of the control arm only. The rear bearing ride the control arm shaft.

To accommodate for manufacturing variation in control arm shaft, a slightly oversized. Races are glued to the control arm and the gap filled with part steel epoxy such as JB Weld, not included.

Coat the inside of the race with a thin layer of JB weld. Similarly apply to the entire mating surface of the control arm. Your goal is smooth both mating surfaces that will completely fill the space between race and arm with no voids.

Press race on with a twisting motion until race butts against the control arm.

VERY IMPORTANT – Be sure to clean ALL adhesive off the race and a tiny amount will interfere with the bearing fit.

Allow the JB Weld to cure.



4 – Installing bearings into the control arm rear mounts

Clean any dirt and grease from the control arm mounts.

VERY IMPORTANT - Lubricate the polyurethane with a soap and water solution to ease installation.

Being careful to avoid misalignment, press the bearing into the mount. The press fit should require about 50-100 lbs. **Tip** – get the bearing started, then squeeze it using a bench vise until the bearing flange is flush against the mount.

If the bearing is loose in the mount, the fit can be assisted using polyurethane based caulk. Apply a layer between the red polyurethane surface and the spring plate cover.

Grease nipple alignment is set when installing in the car, point it horizontally and facing the outside of the car.

Repeat for the other rear mount.

'65-'67 Rear Mount
(Partly inserted)



5 - Installing bearings into the control arm front mounts

Clean any dirt and grease from the control arm mounts.

Repeat procedure used for rear mounts.

Align the front grease nipple such that it points down and to the side as shown.

VERY IMPORTANT - Do not point the nipple straight down, this would leave the nipple prone to damage.

Bearings are sandwiched between mount halves when control arms are bolted into car.

'65-'67 Front mount



6 – Installing control arms into car

Lightly lubricate the PolyBronze bearing surfaces with high quality suspension-grade grease. It's easiest to fit both bearings to a control arm, then install into the car as a complete assembly.

'65-'67 – The rear mounts allow fore/aft adjustment. Position those mounts to allow free rotation but without fore/aft slop.

CAUTION – The Flan Block bolt securing the rear mount must be torqued to 34 ft/lbs. Over tightening may result in distortion of the bronze bearing.

Before installing torsion bars, tighten control arm mount bolts and check for free movement. Minor resistance to rotation is normal. Excessive friction or binding indicates a bent chassis or mounts adjusted too tight.



7 – Lubricating PolyBronze control arm bearings

Using a grease gun loaded with high quality grease rated for extreme pressure, inject grease into each nipple. Inject enough grease so that a bit squeezes out of both ends of each bearing.