

**Product:** Corvette Control Arm Spherical Bearings

**Part Number:** 460-401001-A Corvette (C5/C6) 97-13 Steel Frame  
460-401002-A Corvette (C5/C6) 97-13 Steel Frame Drag Rear  
460-401003-A Corvette Z06 (C6) 06-13 Aluminum Frame  
460-401004-A Corvette Z06 (C6) 06-13 Aluminum Frame Drag Rear

**Applications:**  
Chevrolet Corvette – C5, C6, C6 Z06

**Description:**  
Control arm bearings to eliminate unwanted deflection while reducing friction yielding a large improvement in steering feel, response and traction.

**Content by Package:**

C5/C6 Spherical Control Arm Bearings 460-401001-N	C5/C6 Steel Frame Drag Spherical Control Arm Bearings 460-401002-N	C6 Z06 Spherical Control Arm Bearings 460-401003-N	C6 Z06 Aluminum Frame Drag Spherical Control Arm Bearings 460-401004-N
(2) - FL1 Assemblies		(2) - FL1 Assemblies	
(2) - FL2 Assemblies		(2) - FL2 Assemblies	
(4) - FU Assemblies		(4) - FU Assemblies	
(2) - RL1 Assemblies	(2) - RL1 Assemblies	(2) - RL1 Assemblies	(2) - RL1 Assemblies
(2) - RL2 Assemblies	(2) - RL2 Assemblies	(2) - RL2 Assemblies	(2) - RL2 Assemblies
(2) - RS Assemblies	(2) - RS Assemblies	(2) - RS Assemblies	(2) - RS Assemblies
(2) - RU1 Assemblies	(2) - RU1 Assemblies	(2) - RU1Z Assemblies	(2) - RU1Z Assemblies
(2) - RU2 Assemblies	(2) - RU2 Assemblies	(2) - RU2Z Assemblies	(2) - RU2Z Assemblies
(1) - Snap Ring Kit	(1) - Snap Ring Kit	(1) - Snap Ring Kit	(1) - Snap Ring Kit
(1) - Bottle Adhesive	(1) - Bottle Adhesive	(1) - Bottle Adhesive	(1) - Bottle Adhesive

**Difficulty of Installation:** **Beginner** |-----x-----| **Advanced**  
**Reason:** Requires press, some minor fitment and careful control of environment during the bonding procedure.

**Expected Installation Time:** 6 Hours (plus 24 hours cure time)

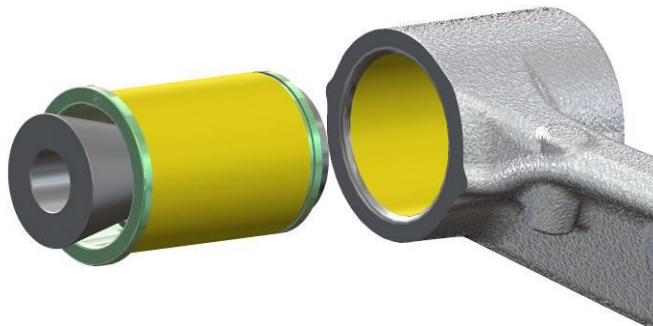
**Recommended Tools:**

- Press
- Emory Cloth
- Scotch Bright
- Acetone or similar cleaner with no residue
- Lint free cloth

**Installation Procedure**

Remove control arms from car. Using a press remove each bushing from the control arms. Clean the bushing residue from the control arm bores using Scotch Bright. Wipe the bores clean and test fit each bearing. If the bore is too tight for the bearing to slide in use sand paper to slightly enlarge the bores as necessary. The bearings should slide in and out by hand with minimal force. Do not sand the bearings. The green coating is designed to increase adhesion and should not be removed.

After the bearings are fit, it is necessary to clean all bonding surfaces, control arm bores and bearing housings, with acetone and a lint free cloth. At this point bonding surfaces should be kept clean.



Apply a film of adhesive to both the control arm bore and bearing housing as shown above. Insert the bearing into the bore while rotating to ensure good coverage of the adhesive. Install the snap ring in the groove. The snap rings are installed by first starting the one end of the ring into the groove and working around the ring until the other end is seated.

Wipe any excess adhesive from the assembly.

### **Notes on Adhesive:**

#### *Curing*

The adhesive starts to cure once the two parts start to assemble and allow 5 minutes of work time. The less the parts are disturbed while curing the higher the final bond strength will be. The parts will be fully cured in 24 hours. While curing the parts should not be stored below 20 °C.

#### *Disassembly*

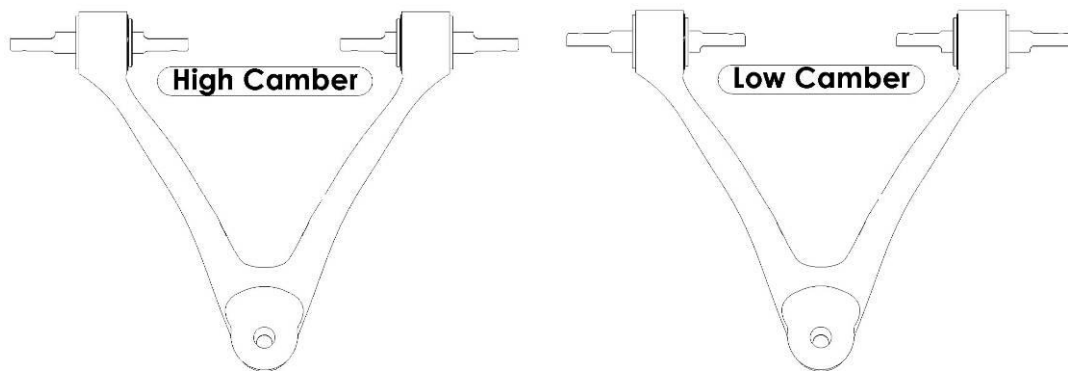
Apply localized heat to the control arm housing to approximately 250 °C. Disassemble while hot. Cured adhesive can be removed through abrasion with wire brush or sand paper.

#### *Temperature*

Adhesive has a maximum working temperature of 100 °C in this application and should never exceed 120 °C. Care should be taken to keep exhaust and other heat sources away from bearings.

#### *Storage*

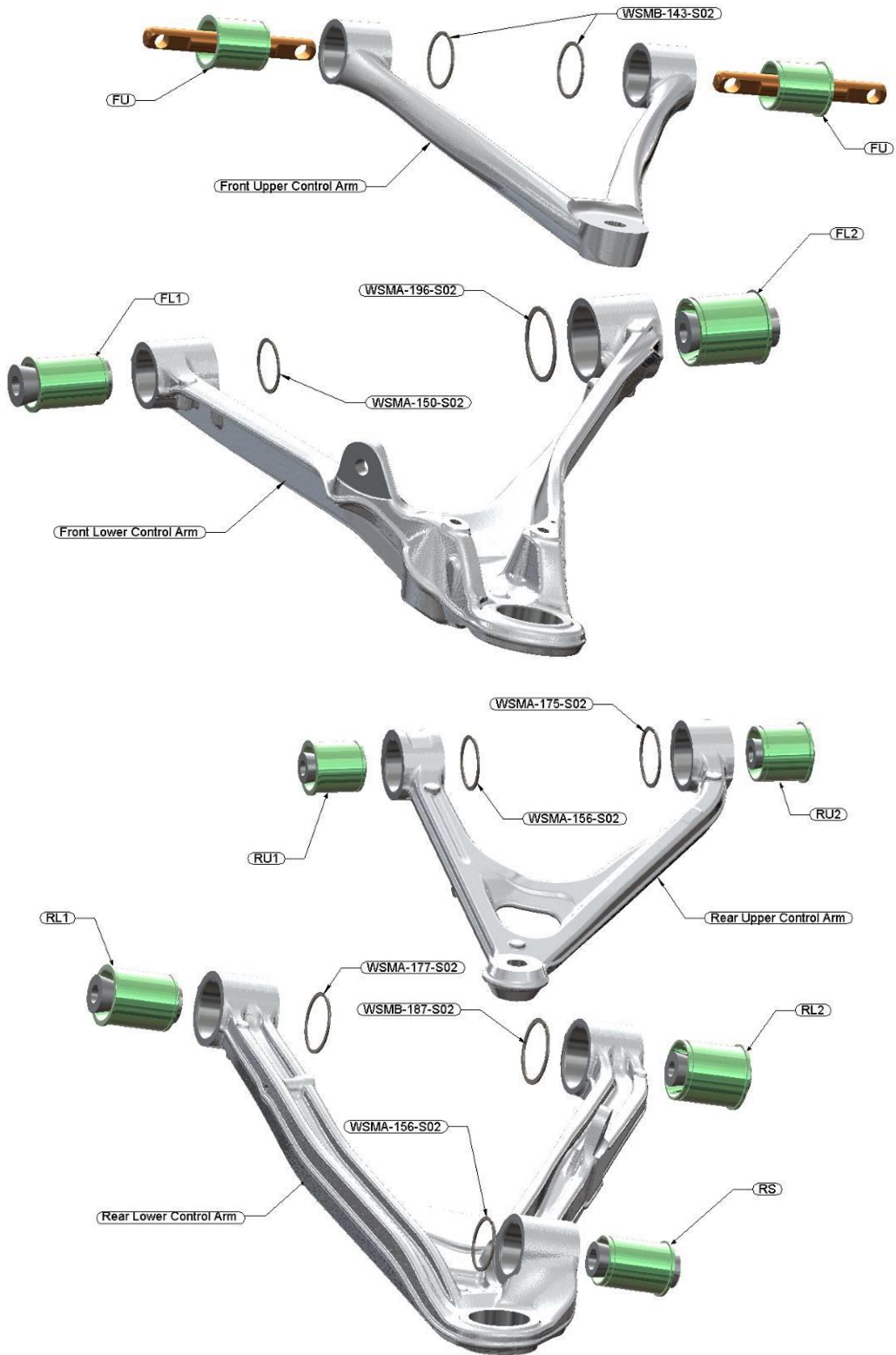
Remaining adhesive should be stored in original product bottle between 8 °C and 21 °C. Do not purge air from bottle as the adhesive cures in the absence of air.



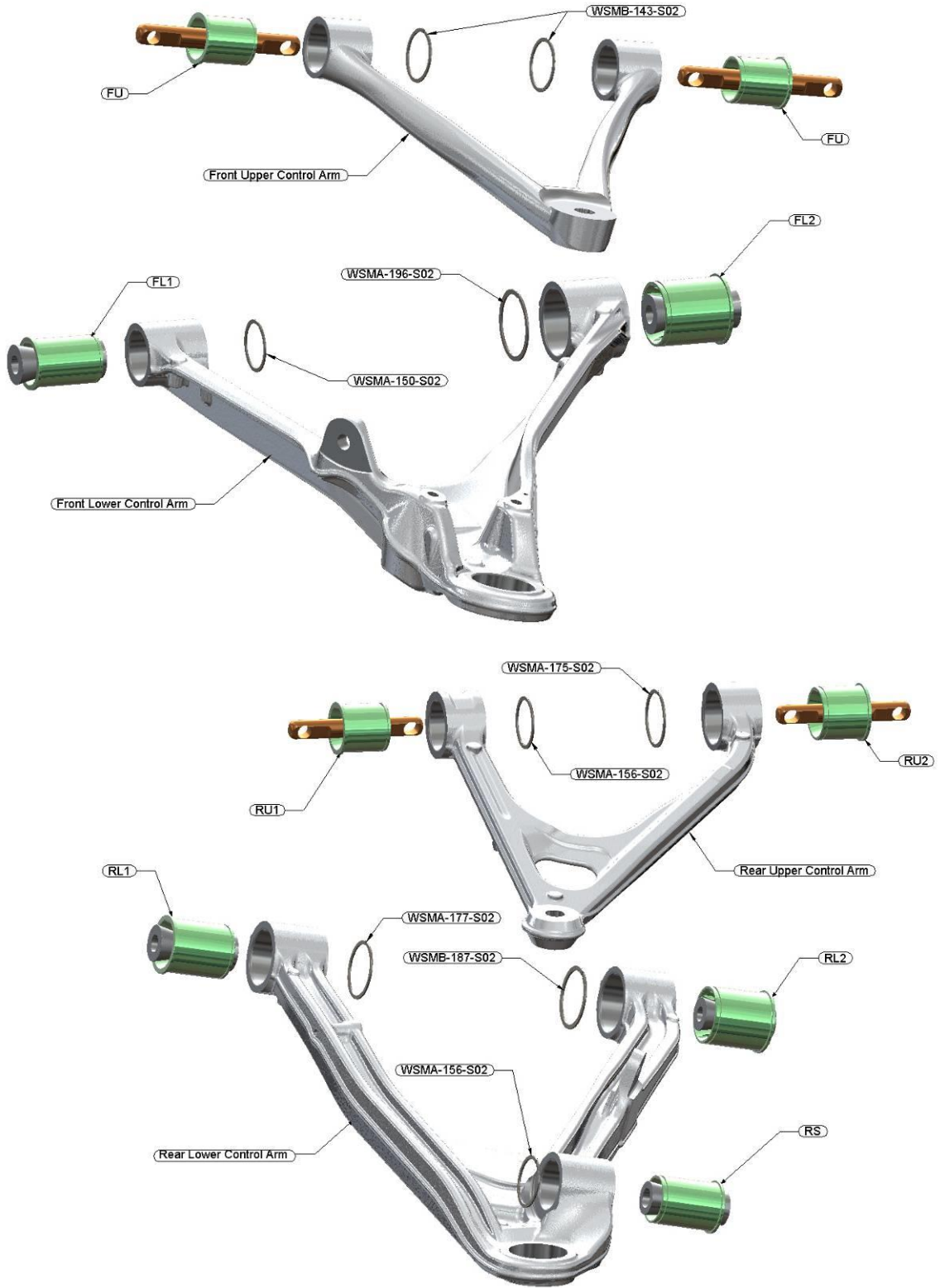
The upper Spherical bearings which feature a pin have the added feature of some camber adjustment. There are two settings as shown above. The Low Camber setting is typical for street use while the High Camber setting is typical in racing.

Alignment is required after installation of Spherical Bearings.

# C5, C6 Corvette



# C6 Z06 Corvette





advanced CONTROL engineering  
Corona, CA 92879  
[www.aFecontrol.com](http://www.aFecontrol.com)

