

Camaro Rear Subframe Solid Mount Installation



Part Name: Camaro Rear Subframe Solid Mounts

Part Number: 450-402001-N

Application: 2010 + Chevrolet Camaro V8 and V6

Level of Difficulty: Moderate

Expected Installation Time: 3 Hours

Packing List:

2 front upper bushings
2 front lower bushings
2 rear upper bushings
2 rear lower bushings

Recommended Tools:

1/2 drive breaker-bar, 1/2 drive extension
1/2 drive torque wrench
3/8, and 1/2 drive ratchets
7mm Hex (allen) wrench
15mm, 18mm, 21mm, 24mm shallow sockets
18mm, 21mm wrench, or ratchet
Sawzall, or hacksaw
Floor jack & jackstands, lift not necessary but will aid installation.

Rear Subframe Bushing Removal

- 1) Lift the car and support it properly. This installation can either be done on jack stands or on a lift. If done on jack stands, be sure to have vehicle high enough to allow for subframe removal. Remove the rear wheels.



- 2) Remove the chassis tunnel brace. These bolts are 15mm in size.

- 3) Loosen the rear valence (bumper) to allow access to the rubber exhaust muffler hangers. This can be done by removing the two 7mm hex head screws on the bottom.

- 4) Remove the 4 rubber hangers (two at the mufflers and two below the differential (shown) that hold the rear portion of the exhaust system in place.



5) Disconnect the exhaust system from the header. This requires the use of a 15mm socket. The clamping sleeves slide over the tube to allow the exhaust to drop straight down.

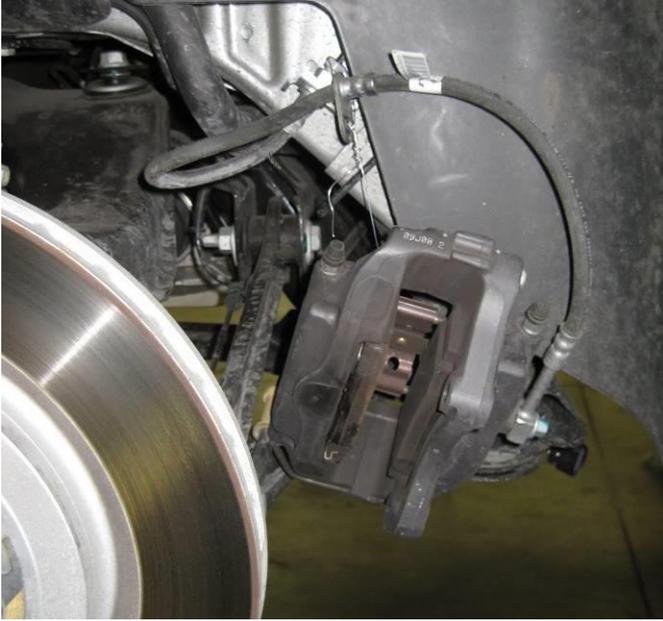


Remove the exhaust system that is fully disconnected now.



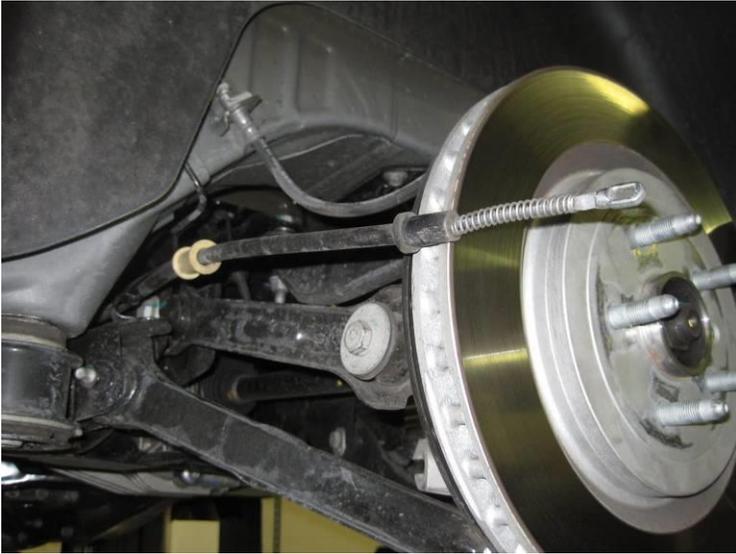
6) Remove calipers from uprights and hang them carefully out of the way (18mm head bolts)

!Caution! Be careful of causing damage to the brake line, do not let the assembly drop



7) Disconnect e-brake cables from both sides and remove from clips in the steel subframe





8) Disconnect 1 electrical connector on pass side just in front of the front subframe bolt.



9) Disconnect the driveshaft flange on differential from the driveshaft. These are 18 mm in size.



10) Remove the lower shock mount bolts on both sides. These fasteners are 21mm head size.



10) Loosen 4 large subframe bolts (24mm hex)



11) Lower car and set subframe on 4 jackstands



12) Remove subframe bolts and raise car off of subframe (watching for things to get caught etc...)

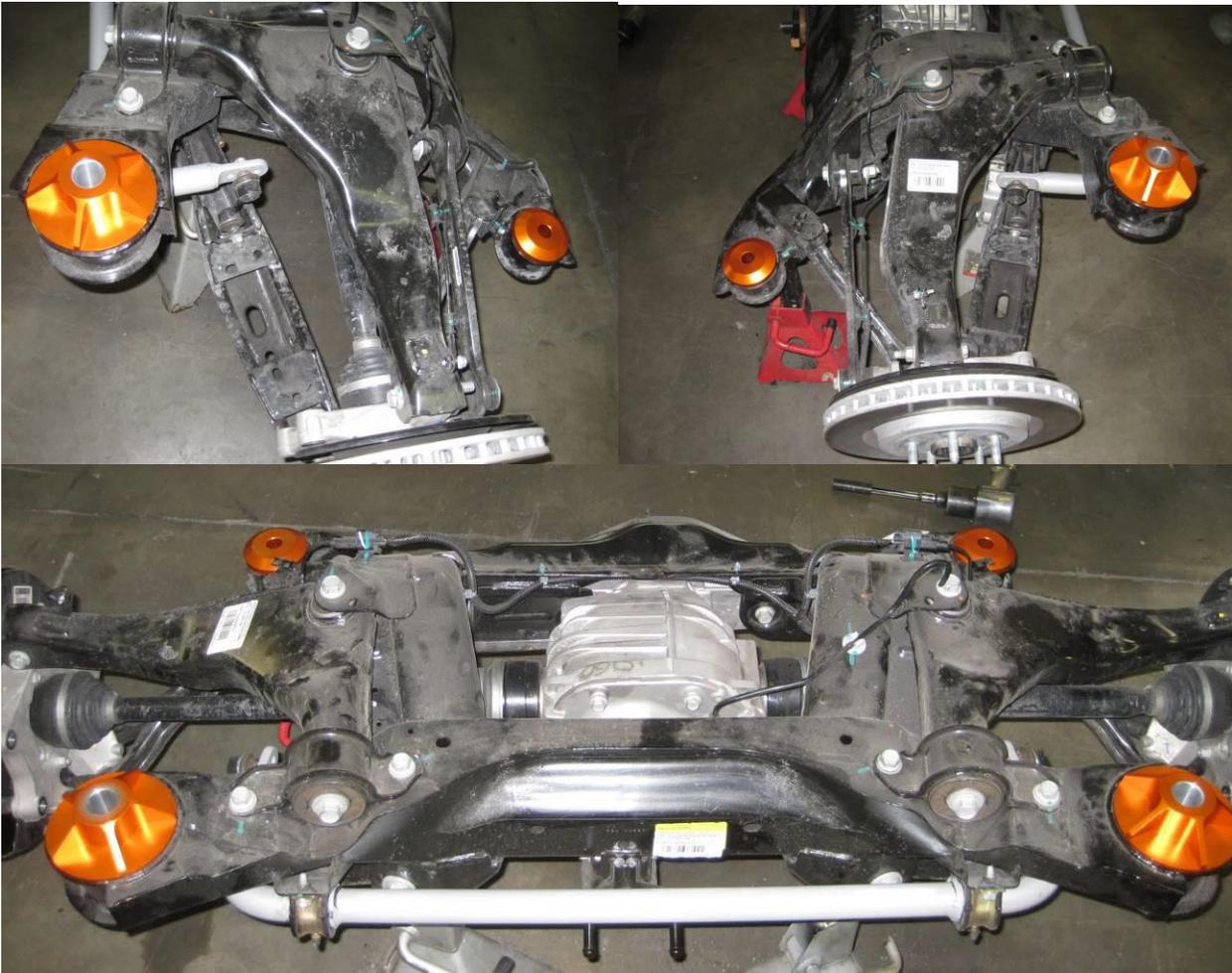


Changing the Bushings



1) With a long, coarse sawzall blade, cut the rubber and plastic in two places on each bushing all the way to the edge (right up against the subframe). That will release compression on the bushing and allow them to be driven out with a dead blow hammer. They come out easily if they are relieved properly.

2) Clean the holes and set the upper part of the solid mounts in place. You may need to tap them in with a dead blow hammer to seat them properly.



3) Lower the body back on the subframe being careful to align the pins on the body into the mounts.



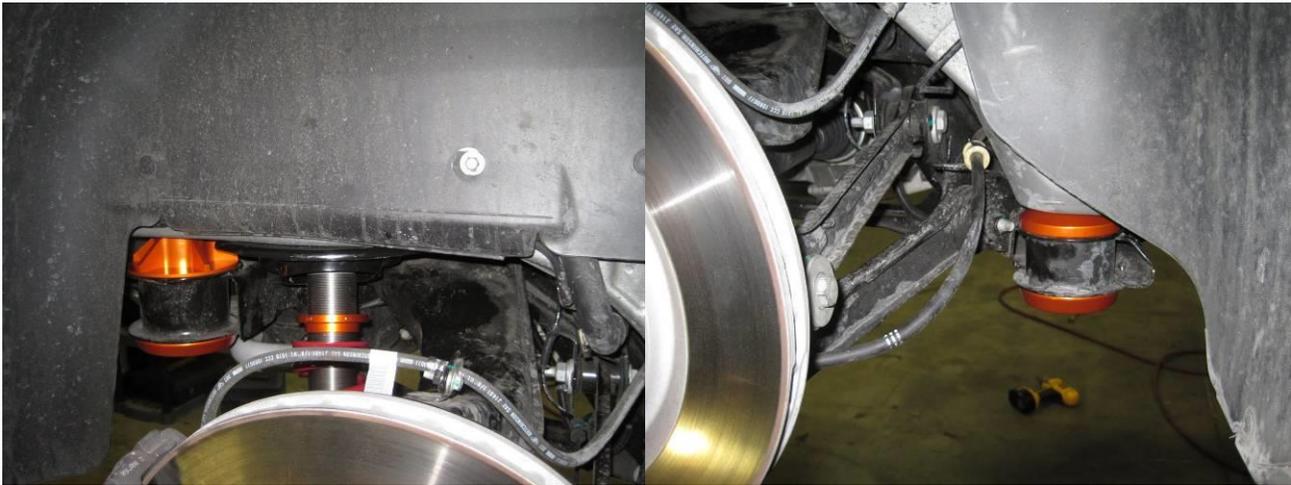
4) Place the lower half of the solid mounts in place and start the bolts by hand.



5) When all the bolts are started, snug them up

6) Raise the car back up, confirm the mounts have all seated properly in the subframe and torque them to 100 lb-ft.





7) Re-install the brake calipers, e-brake lines, driveshaft, lower shock mount and electrical connector

Torque values:

Strut to lower Control Arm **59lbft 120 degrees**

Caliper Bracket to Knuckle Assembly **30lbft 90 degrees**

Driveshaft to Differential **85lbft**

Rear Subframe to Chassis **100lbft**



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