



## Control Arm Sealed Eccentric Monoball Kit - Installation Instructions

Part #2260006

### Cars applicable:

996/997/986/987/981 front and rear, 991 front

### Parts list:

Qty	Description
2	Weather sealed eccentric monoball cartridges
1	Loctite 680 retaining compound 5ml capsule

### Tools Required:

Arbor press or hydraulic press, propane torch, solvent (aerosol brake cleaner or similar)

### Introduction –

Congratulations on your selection of the Elephant Racing Control Arm Sealed Eccentric Monoball Kit. These cartridges replace compliant factory rubber bushings with hardened-steel spherical bearings.

Elephant Racing's Eccentric Monoball Cartridges can be installed to provide positive or negative camber change approximately as follows:

	Rear	Front
996/997	.86	.39
986/987/981	.36	.39
991	NA	.39

Our fully sealed monoball cartridge kits feature maintenance free PTFE linings requiring no supplemental lubrication. We've designed in weather seals to keep dirt out and extend product life. This is the only monoball suitable for street or extended track use. Dirt and water contaminate ordinary products and accelerate wear.



Control Arm Weather Sealed Monoball Kit



Monoball cartridge installed in original control arm

## Step-by-Step Installation -

1 – Remove rear wishbone control arms from the car

Refer to an appropriate shop manual

2 –Remove rubber bushing

Secure the control arm in a bench vise.

Heat the center metal spacers with a propane torch until hot. The center spacers can then be pried off with a screwdriver.



3 – Remove bushing outer metal casings.

Secure the control arm in a bench vise. The casing halves meet in the center of the bore. Using caution not to damage the soft aluminum of the control arm, position a chisel in the union between halves and drive them out from the bore. Sometimes it is difficult to get the casing half to move, some tips:

Heating the aluminum around the casing halves with a propane torch will expand it and make it easier to drive them out.

It is often helpful to use a penetrating lubricant like PB Blaster.

Patience plus well placed chisel strikes gets it done.

If they still won't come out, thread a hacksaw blade through the casing half and cut a slit part way through the casing. Careful not to cut the control arm, it is not necessary to cut all the way through the casing. The tension will be partly relieved. Once the slit is cut, return to the chisel technique.

Thoroughly clean the bushing bore with solvent, removing all oil/grease and dirt in preparation for the Loctite 680 Retaining Compound.



#### 4 – Install rear monoball cartridge kit into control arms

Apply a thin film of the Loctite 680 to the entire outer diameter of the monoball cartridge and inner bore of the arm. Partially insert the cartridge into the arm as shown. Do not push it fully into place at this time.

Visually align the eccentric for desired camber preset by aligning the indices on the cartridge with the parting line ridge running along the middle of the arm. Max camber preset and track width is achieved by rotating the cartridge so that the bearing is in the position shown as "Max Camber", lengthening the arm. Rotating it around to the opposite shortens the arm to provide less negative camber and rotated up replicates the original camber potential.

Note - Rotating "up" to the original camber position changes the angle of the ball joint pin, improving its centering and range of motion on lowered cars. Do not rotate to the "down" position as this reduces ball joint range of motion on lowered cars.

Press the cartridge into place until the flange is fully seated on the shoulder of the arm.

Note, do not press on the center bearing spacer. Doing so will damage the bearing. Instead, press only on the surface of the monoball housing.



Max Camber



Original Camber



Minimum Camber

#### 5 – Install control arms into car



This page intentionally blank.