



Thank you for purchasing your new ECS Tuning monoballs, we appreciate your business!

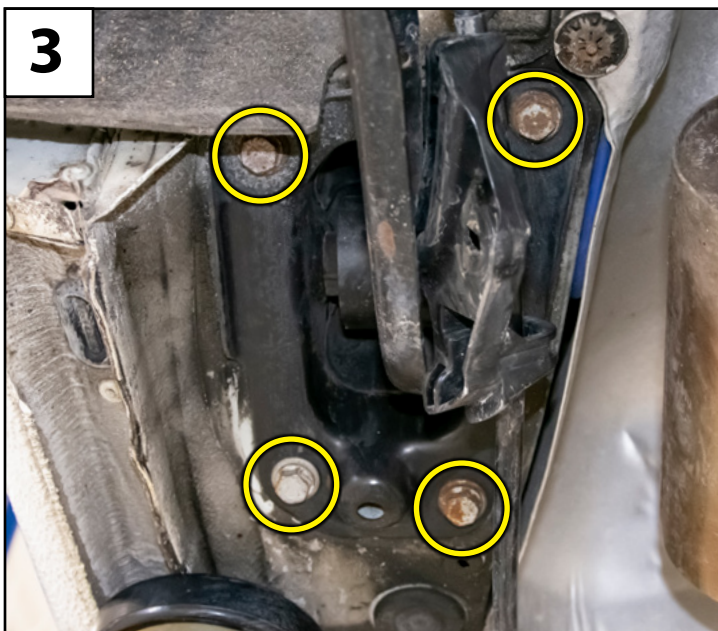
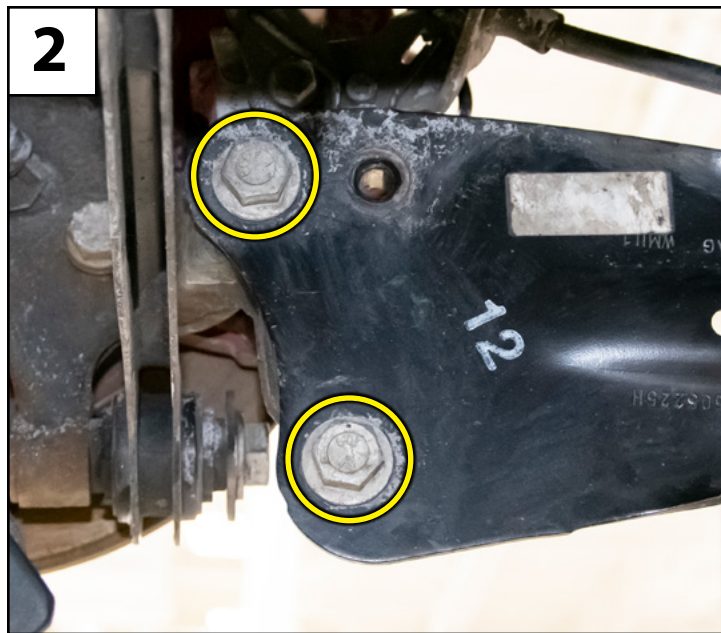
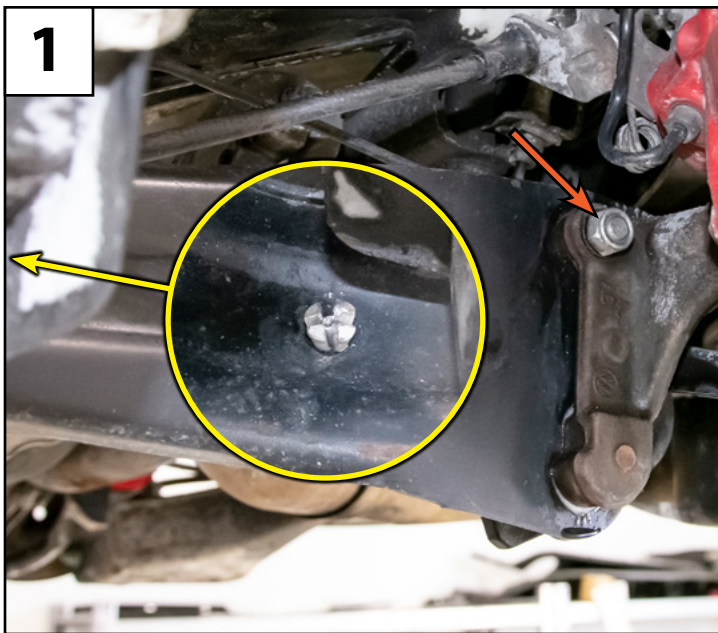


These installation instructions have been broken up into several sections:

- | | |
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| Section 1: Removing the Trailing Arms | (Page 2) |
| Section 2: The Monoballs | (Page 3) |
| Section 3: Installing the Monoballs | (Page 4) |
| Section 4: Reinstalling the Trailing Arms | (Page 6) |

Section 1: Removing the Trailing Arms

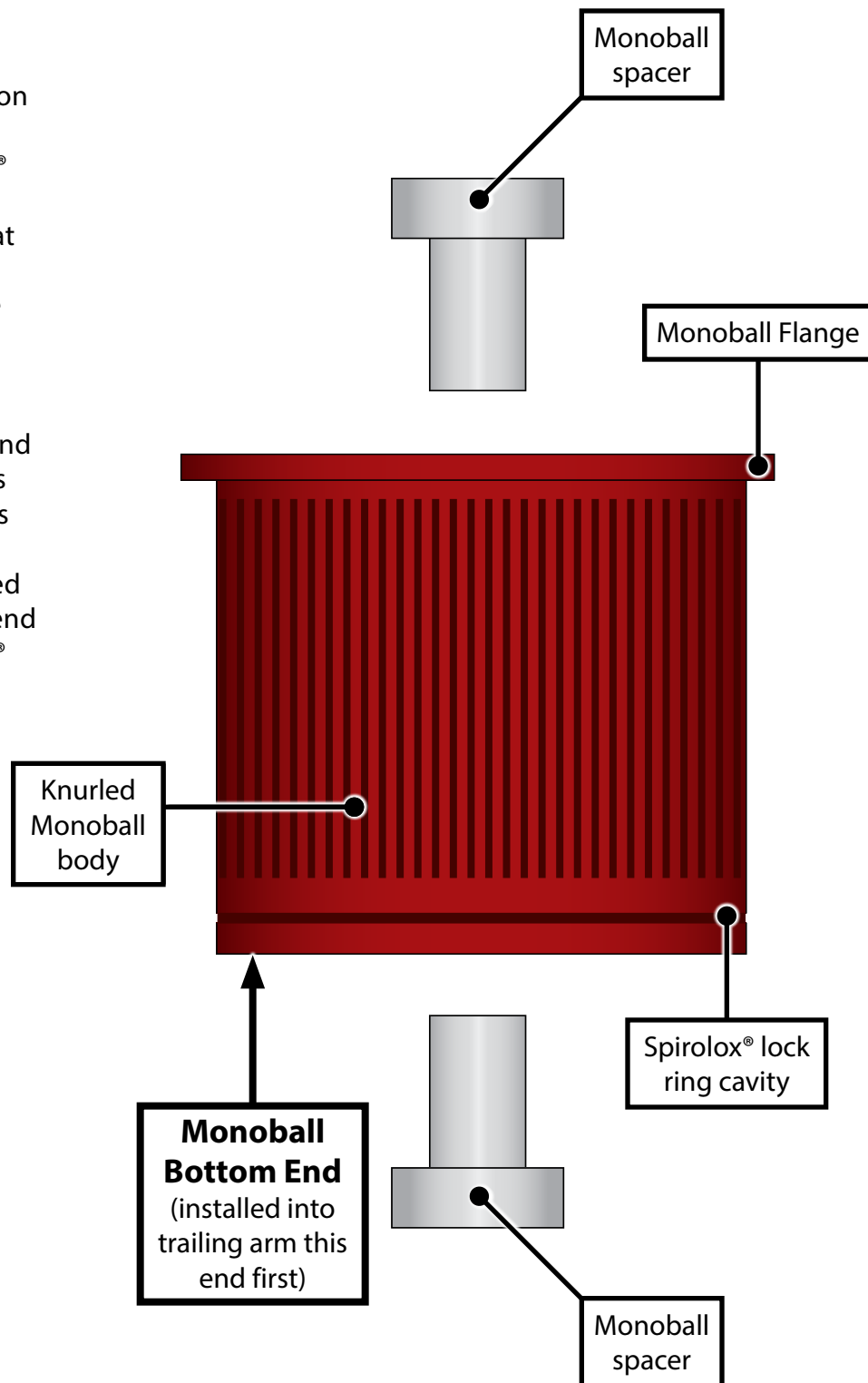
- Step #1** • Remove the end link (arrow) from the trailing arm and remove the aluminum push-rivet (Inset photo) which secures the parking brake cable bracket to the trailing arm.
- Step #2** • Remove the two bolts (circled in **YELLOW**) which secure the trailing arm to the spindle.
- Step #3** • Remove the four bolts (circled in **YELLOW**) which secure the trailing arm bracket to the body.
- Step #4** • Loosen and remove the bolt (circled in **YELLOW**) which secures the trailing arm into the bracket.
• **NOTE:** An impact gun can come in handy for this, but you can clamp the trailing arm into a vise to hold it still while you break the bolt loose.



Section 2: The Monoballs

- Take a moment and familiarize yourself with the monoball assemblies and their components.
- The side view of the monoball (shown on the right) illustrates where the bearing flange, knurled bearing body, Spirolox® lock ring cavity, and the two bearing spacers are located. Be sure to note that the two bearing spacers are the exact same size and length, they are not side specific.
- Take note of the top end and bottom end of the bearing assembly. The top end is the flanged end, and the bottom end is where the Spirolox® lock ring cavity is located. The bottom end will be pressed into the trailing arm until the flanged end bottoms out, then we'll add a Spirolox® lock ring for added security.

Now let's get to it!



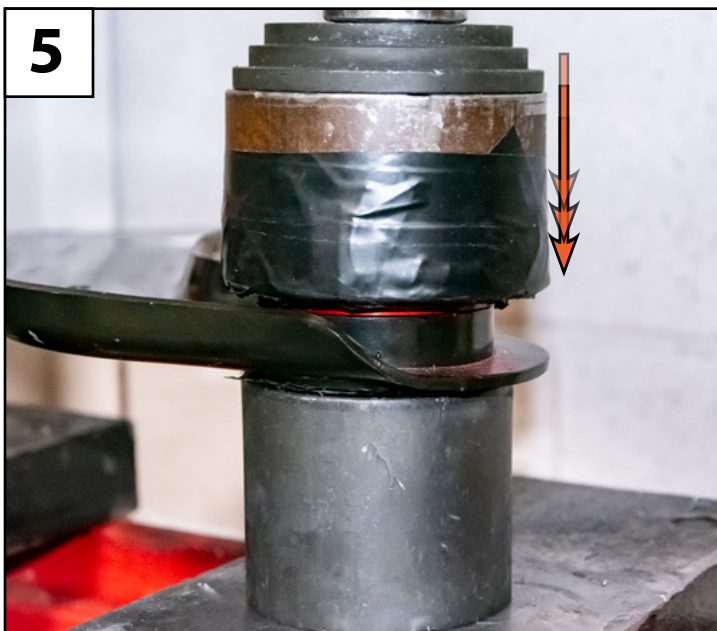
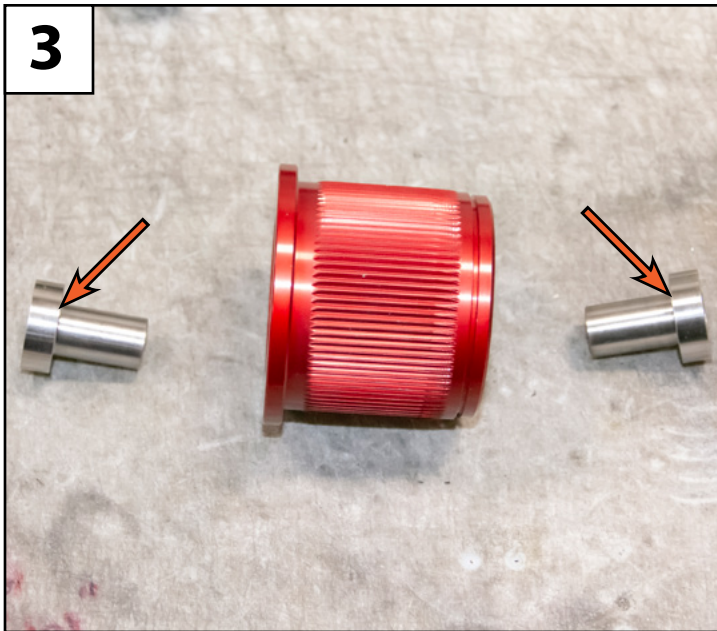
Section 3: Installing the Monoballs

- Step #1** • Place a press cup onto the **TALLER** side of the bushing bore in the trailing arm as shown below. Proper placement is critical, we used a tool which is designed to hold the bushing bore from below during removal and installation.
- Step #2** • **SLOWLY** and **CAREFULLY** press the bushing out then clean any leftover bushing material from the trailing arm bore. Repeat this process to press the bushing out of BOTH trailing arms.



Section 3: Installing the Monoballs

- Step #3** • Remove the sleeves (arrows) from the monoballs as shown.
- Step #4** • Place a press cup onto the **TALLER** side of the bushing bore in the trailing arm as shown below. Again, proper placement is critical.
- Step #5** • **SLOWLY** and **CAREFULLY** press the new monoball into the trailing arm, ensuring that it remains square to the arm, **STOP** once any part of the bearing flange bottoms out against the arm.
- Remove any excess material from around the monoball after pressing and repeat for the other arm.
- Step #6** • Install the Spirolox® lock ring into the groove in the monoball (arrow).



Section 4: Reinstalling the Trailing Arms

- Step #1** • Slide the sleeves into the monoball, install it into the trailing arm bracket, and torque the bolt (circled in **YELLOW**) to 90 Nm (66 Ft-lbs) + 90 degrees.
- Step #2** • Lift the trailing arm and bracket back into the body of the vehicle and torque the four bracket bolts (circled in **YELLOW**) to 50 Nm (37 Ft-lbs) + 45 degrees.
- Step #3** • Install the two bolts (circled in **YELLOW**) which secure the trailing arm to the spindle and torque them to 90 Nm (66 Ft-lbs) + 45 degrees. You may have to move the spindle up and down to align the holes in the spindle with the holes in the trailing arm.
- Step #4** • Reinstall the end link (arrow) and torque it to 45 Nm (33 Ft-lbs). Reinstall the parking brake cable bracket with a new push-rivet (inset photo).

