

1201AA 78-88 GM A/G-BODY Double Adjustable Trailing Arms

Thank you for your purchase from our new line of GM parts. Please call us at (877) 4NO-ROLL if you have any questions regarding the service or installation of your Hotchkis products. Visit us online @ <u>www.hotchkis.net</u>

Warning: This installation should be performed by a trained professional.

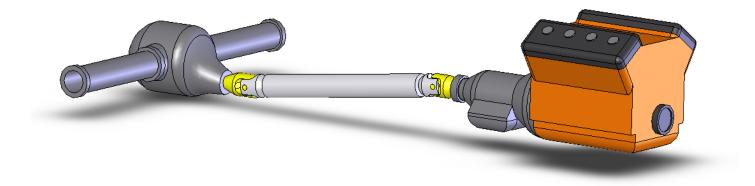
INSTALLATION INSTRUCTIONS

- 1. First, raise the rear of the vehicle so that the rear wheels are off the ground. If you are using a 2-post lift, support the differential with a hydraulic tranny jack.
- 2. Remove the rear shocks.
- 3. Remove the rear sway bar from the lower trailing arms.
- 4. Allow the differential to droop as far down as possible.
- 5. Remove the stock upper trailing arms.
- 6. As an initial starting point, set the Hotchkis trailing arms to the same length (hole to hole) as the stock pieces. Do not fully tighten the jam nuts yet.
- 7. Reinstall the Hotchkis trailing arms in the same manner as stock removal.
- 8. Continue to the next section "Setting Pinion Angle"

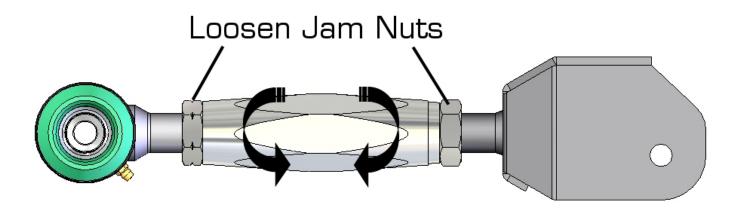
SETTING PINION ANGLE

It may be necessary to set pinion angle after installation of your new Hotchkis upper trailing arms.

First of all, what is pinion angle? Pinion angle is basically the angle between the centerline of the differential pinion and the drive shaft centerline. This angle changes during acceleration and braking. If the pinion angle is excessive, then vibration and increased U-joint wear will occur.

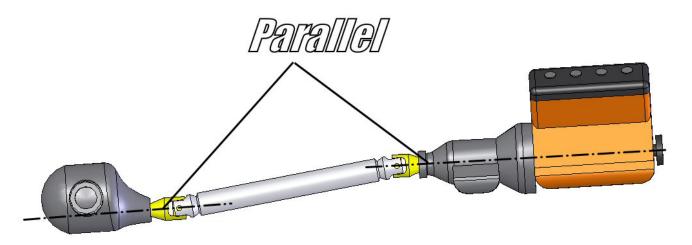


The Hotchkis double adjustable trailing arms allow you to adjust the pinion angle with ease. Simply loosen the two jam nuts and rotate the aluminum turnbuckle to lengthen or shorten the arm. So, how does one set the pinion angle?



The simplest rule of thumb is:

The centerline of the differential pinion should be parallel to the centerline of the engine's crankshaft without being the same line.



FYI... The centerlines should not be the same line because the U-joints would wear in the same areas all the time. Having an angle at the joint itself allows the joint to articulate and wear evenly along the entire bearing race.

So, the first thing to do is to find out the angle the engine's crankshaft is sitting at. One way to do this is to set a digital angle finder on the front crank pulley or harmonic balancer. Record this angle. Next, set the digital angle finder on the front flat face of the differential yoke. This angle needs to be the same as the recorded crank angle. Adjust your Hotchkis trailing arms to obtain the angle needed.

Tighten all hardware and drive the car. Test for driveline vibration by accelerating.

If there is vibration during acceleration, then the pinion angle is set too high!

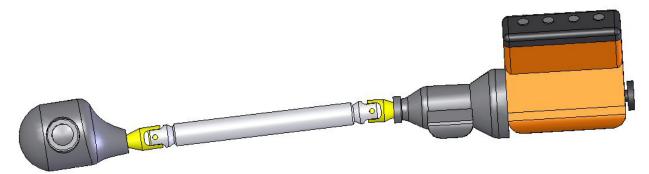


If there is vibration during braking, then the pinion angle is set too low!



Fine tune your Hotchkis trailing arms to achieve the perfect setting for your driving style and horsepower.

During Acceleration



Adjusted Pinion Angle



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Return Policy

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Limited Warranty

Hotchkis Performance offers a Limited Warranty against defects in materials and workmanship for the term of 36 months (3 years) from the date of purchase of this product. This Warranty only applies to the original retail purchaser who retains ownership of the vehicle on which the product was originally installed. If the product is determined to be defective, Hotchkis Performance will repair, replace or refund the purchase price of the defective product at Hotchkis Performance's sole discretion, which shall fully satisfy and discharge any and all warranty claims. Any repaired or replaced product will be returned to the sender excluding the cost of freight. **Products must be registered to qualify for warranty at www.hotchkis.net or via the mail-in warranty card, included with the product, within 30 days of the original purchase date.**

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- Improperly installed or installed by someone other than a qualified, licensed auto mechanic experienced in the installation and removal of suspension products;
- Improperly serviced, misused, or modified, altered or subjected to abuse, negligence, accident or collision;
- Installed in any vehicle that has been modified;
- Installed on any vehicle that has carried loads in excess of automobile manufacturer suggested weight limits; or
- Installed on any vehicle that has been subject to abnormal or excessive use, including rallying, racing, or racing-type activities or off-road use.

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THERE ARE NO WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF. ANY IMPLIED WARRANTIES ARE DISCLAIMED TO THE FULLEST EXTENT PERMITTED BY LAW. THIS WARRANTY DOES NOT COVER CONSEQUENTIAL DAMAGES, LOSS OF TIME OR REVENUES, INCONVENIENCE, LOSS OF USE OF THE VEHICLE, DAMAGE TO THE VEHICLE OR COMPONENTS OF THE VEHICLE, ANY OTHER TYPE OF CONSEQUENTIAL DAMAGES, OR OTHER INCIDENTAL OR INDIRECT DAMAGES. HOTCHKIS' MAXIMUM LIABILITY UNDER THIS WARRANTY SHALL IN NO EVENT EXCEED THE PURCHASE PRICE OF THE PRODUCT. Some states do not allow limitations on how long an implied warranty lasts or the exclusion or limitation of incidental or consequential damages and in such states the above limitations or exclusions may not apply. This limited warranty gives the purchaser specific legal rights and the purchaser may have other rights that may vary from state to state.

Technical Information

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- Has the product been installed on the original vehicle on which it was installed at all times?
- Is the product unmodified and clean?
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HOTCHKIS PERFORMANCE, LLC C/O CUSTOMER SERVICE 8633 Sorensen Avenue SANTA FE SPRINGS, CA 90670

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<u>INSTALLATION INSTRUCTIONS</u> 1301 / 1302 / 1305 / 1306

THANK YOU FOR CHOOSING HOTCHKIS PERFORMANCE PRODUCTS

Removal of Stock Lower Trailing Arms

- 1) Place car on level surface.
- 2) Support rear of the car on jack stands and remove the rear wheels.
- 3) Remove the rear sway bar. (if car is equipped-not required on Camaro/Firebird)
- 4) Place a floor jack under the differential and lift up slightly to remove tension from the trailing arm bolts-make sure not to lift the car off the jack stands.

KEEP THE FLOOR JACK UNDER THE CAR DURING THE COMPLETE REMOVAL AND INSTALLATION PROCEDURE.

<u>CAUTION-</u> DO NOT REMOVE BOTH TRAILING ARMS AT THE SAME TIME OR THE AXLE WILL ROTATE AND THE TRAILING ARM INSTALLATION WILL BECOME MUCH MORE DIFFICULT.

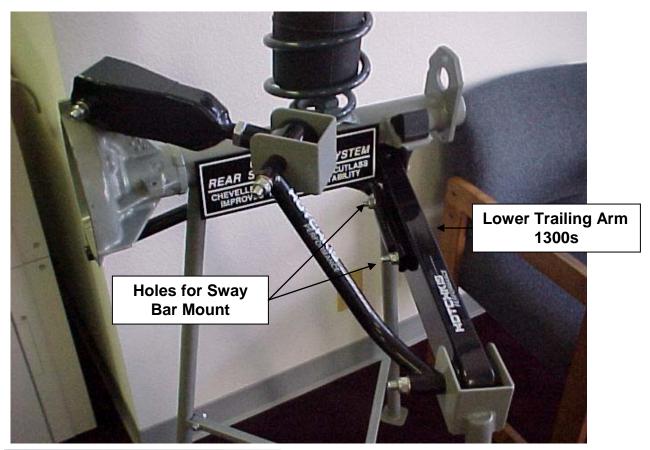
- 5) Start with either lower trailing arm and remove the rear bolt.
- 6) Then remove the front trailing arm bolt using a socket with an extension-place the socket through the outer hole in the frame to loosen the nut (Does not apply to F body). **Caution** be careful not to drop the bolt into the frame if you do then remove the bolt through the large hole on the underside of the frame.
- 7) Remove the unbolted trailing arm.
- 8) Clean the frame at the trailing arm pivot area with a wire brush.

Installation of HP Lower Trailing Arms

Hotchkis performance trailing arms are fully assembled, greased and ready to install.

- 1) Apply a thin layer of chassis grease to faces of bushings before installation.
- Install HP trailing arms with the grease fittings facing down and the sway bar mounting holes toward the rear of the car.
- 3) Install the new trailing arm by locating the front bolt first.
- 4) Place one drop of blue *Loctite* on clean threads and torque the nut to 70 ft./lbs.
- 5) The trailing arm should then pivot smoothly on the chassis.
- 6) Install the rear bolt.
- 7) Place one drop of blue *Loctite* on clean threads and torque nut to 70 ft./lbs.
- 8) Install the rear sway bar using the stock or supplied bolts. (7/16" on early models-10mm late models 78 on) (1305 trailing arms have supplied hardware) Does not apply to F body.

- Place one drop of blue <u>Loctite</u> on clean threads and torque sway bar nuts to 35 ft./lbs. Note: <u>Loctite</u> not needed if using new Hotchkis Performance hardware.
- **10**) The holes located on the Hotchkis Performance lower control arms are for the mounting of our sway bar.









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- Improperly serviced, misused, or modified, altered or subjected to abuse, negligence, accident or collision;
- Installed in any vehicle that has been modified;
- Installed on any vehicle that has carried loads in excess of automobile manufacturer suggested weight limits; or
- Installed on any vehicle that has been subject to abnormal or excessive use, including rallying, racing, or racing-type activities or off-road use.

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THERE ARE NO WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF. ANY IMPLIED WARRANTIES ARE DISCLAIMED TO THE FULLEST EXTENT PERMITTED BY LAW. THIS WARRANTY DOES NOT COVER CONSEQUENTIAL DAMAGES, LOSS OF TIME OR REVENUES, INCONVENIENCE, LOSS OF USE OF THE VEHICLE, DAMAGE TO THE VEHICLE OR COMPONENTS OF THE VEHICLE, ANY OTHER TYPE OF CONSEQUENTIAL DAMAGES, OR OTHER INCIDENTAL OR INDIRECT DAMAGES. HOTCHKIS' MAXIMUM LIABILITY UNDER THIS WARRANTY SHALL IN NO EVENT EXCEED THE PURCHASE PRICE OF THE PRODUCT. Some states do not allow limitations on how long an implied warranty lasts or the exclusion or limitation of incidental or consequential damages and in such states the above limitations or exclusions may not apply. This limited warranty gives the purchaser specific legal rights and the purchaser may have other rights that may vary from state to state.

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1401 / 1402 / 1403 ADJUSTABLE TRAILING ARM MOUNT BRACES

1401 – 78-88 GM A/G-BODY / 1402 – 68-72 GM A-BODY / 1403 – 64-67 GM A-BODY

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INSTALLATION OF HOTCHKIS PERFORMANCE ADJUSTABLE TRAILING ARM MOUNT BRACES

ALWAYS USE CAUTION! - AND MAKE SURE THE CAR IS SECURE ON JACK STANDS.

- 1) Place the vehicle on a level surface. Block the front tires.
- 2) Use a jack to lift the rear of the car until the suspension is at full droop and the tires are no longer contacting the ground. Support the rear of car on jack stands.
- 3) Place the jack under the differential. This will be used later to lower or raise the axle for ease of installation.
- 4) Use a ratchet or wrench to remove rear shock absorbers at the lower mounts. This should free up the springs to be removed.



5) Using the jack placed under the differential, raise the rear suspension to its approximate ride height. The braces are generally easier to install with the rear axle at its normal ride height position to the frame.

<u>NOTE</u>: Be careful not to unload the weight of car off the jack stands.

To keep the axle from rotating, **install one brace at a time**. <u>**Do not**</u> have trailing arm bolts removed from opposite sides at the same time.

6) Remove one front upper trailing arm bolt and replace with supplied longer bolt and washer. Push bolt through trailing arm until about ¹/₂" of thread is showing. A short amount of thread makes it easier to slide the brace onto the bolt.



- **NOTE:** If the emergency brake cable covers the upper trailing arm bolt, then this cable will have to be moved slightly. Do this by removing the cable bracket bolt just above the pinion. Push the cable aside for the brace clearance.
- 7) Repeat step 6 for the front bolt of the lower trailing arm. Access to this bolt should be through a hole in the outside of the frame that can be reached with a socket and ratchet extension.



These pictures were taken on a bare frame for reference.

8) The brace can now be installed by sliding it over the bolts. The braces connect the upper and lower trailing arm frame mounts as indicated by the arrows in the photo from step 7. The longer section of the brace fits next to the lower trailing arm.



NOTE: For 78-88 models (part #1401) the curved section fits next to the lower trailing arm between the rear seat pan and the frame cross-member as shown in the photos below.



9) Adjust the length of the brace as necessary. Loosen the jamb nut on the brace with 15/16" wrench to allow the head to move. Rotate the head clockwise to shorten the brace or counter-clockwise to lengthen the brace until it fits over the ends of the bolts. The brace ends should fit almost flush to the frame with the bolts fully extended through the ends.



YOU WILL NOT, be able to determine if you have the right brace length until you have fully extended the bolts and the brace fits without causing the hardware to bind.

Hand-tighten the jamb nut on the brace. Place the washers included over the bolt ends and start the nylock nuts on the bolt ends to make sure the bolts don't pull out, and move on to the next step.

Special Note (68-72 Models): Due to tolerances in these models it may be necessary to clearance the floor pan to fit these braces. Use a body hammer to clearance the floor pan from the braces.

10) Repeat the installation & adjustment procedures for the opposite side.

- 11) Once the braces are installed, place one drop of <u>Loctite</u> on the trailing arm bolt threads. Tighten the washers and nuts. <u>Torque the nuts to 60 ft./lbs</u>. You may have to use a wrench and socket together to keep the hardware from spinning.
 - **NOTE**: If using rubber trailing arm bushings, then raise the differential to approximate ride height and tighten the trailing arm bolts. Polyurethane equipped trailing arms can be tightened at full suspension droop.



- 12) Use the 15/16" wrench from before to tighten the jamb nut on the brace.
- **13**) Replace the brake cable if it was moved earlier.
- 14) Re-install the springs and bolt the shocks back into place. <u>CHECK THAT ALL HARDWARE</u> <u>IS TIGHT!</u> Lower the jack from the differential and remove the jack. Use the jack to remove the jack stands supporting the rear of the vehicle. Remove the blocks from the front wheels and you're done with the installation!

CHECK ALL NUT AND BOLT TIGHTNESS AFTER FIRST 10 MILES





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