INSTALLING ADJUSTABLE TRAILING ARM BRACKETS

1) Loosen the shock absorber link from the semi-trailing arm then raise and properly support the rear of the car.

2) Remove the wheels and the springs.

3) Remove the hub and outer axle from the trailing arm.

4) Disconnect the brake hose and parking brake cable from their anchor points on the trailing arm and pull the brake plate away from the trailing arm.

5) Note the number of shims between the frame and each bracket. Remove the outer pivot bolt and loosen the inner bracket from the frame and pull the semi-trailing arm and inner bracket away from the frame.

6) Lay out the new brackets as they will be positioned on the frame. On each side of the car, the adjusters should be facing each other and the adjuster bolt head facing down. As a starting point, adjust the pivot bolt on the inner bracket fully down and the outer bracket in the center of its range.

7) Remove the inner bracket from the trailing arm and remove the outer bracket from the frame.

8) Replace the trailing arm bushings as needed. Good Parts Nylatron bushings are recommended.

9) Place a washer onto each of the frame bolts then insert them through the new brackets. Install the outer bracket on the frame with the adjuster toward the center of the car and the adjuster bolt head turned down. Install the flat washers and nuts but do not tighten at this time.

10) Install the inner bracket on the trailing arm with the adjuster toward the outside of the car and the adjuster bolt head turned down. The pivot bolt head and flat washer should be toward the center of the car. Do not tighten the pivot bolt at this time. The sides of the bracket are spread out a bit to facilitate sliding the trailing arm into the bracket. The sides will pull in when the pivot bolt is torqued.

11) Put the trailing arm into place inserting the inner bracket frame bolts through the frame. Install the pivot bolt in the outer bracket with the flat washer and nut toward the outside of the car.

12) Insert any shims between the brackets and frame and bolt the bracket in place with flat washers and nuts. Torque all bracket to frame bolts to 28 – 30 ft/lb.

13) Torque the pivot bolts to 45 – 50 ft/lb.

14) Check that the trailing arm can move freely through its travel.

15) Put the brake plate into place and reconnect the parking brake cable and brake hose to the trailing arm.

16) Install the axle and hub in the trailing arm. Torque the six nuts to only 14 - 16 ft/lb.

17) Install the spring and wheel.

18) Lower the car and re-connect the shock link to the trailing arm

19) Roll the car forward and back to allow the suspension to settle then check the toe and camber. Adjust the toe by manipulating the shims between the brackets and frame.

20) To adjust the camber, raise and support the car then loosen both pivot bolts. Turn the adjuster bolts to raise or lower the pivot bolt as needed taking care that the pivot bolt does not bind in the slot. The spring tension is pushing down on the front of the trailing arm and can cause the pivot bolt to tilt down and bind when you try to turn the adjuster. Hook a screwdriver or pry bar on top of the head of the lower bolt holding the bracket to the frame and pry up on the end of the trailing arm to release the tension as you turn the adjuster. Use the same prying method to relieve the downward tension and level the pivot bolt as you re-torque it. One turn on one adjuster bolt will change the camber approximately ¼ degree. Turning clockwise on the adjuster bolt of the inner bracket will lower the inner pivot and tilt the top of the tire to increase the negative camber. Turning counter clockwise on the outer adjuster will raise the outer pivot and also increase negative camber. Turning counter clockwise on the inner or clockwise on the outer will tilt the top of the tire out to reduce negative camber. Raising both inner and outer pivots will not change camber but will raise the ride height slightly.

Good Parts Inc.
Richard Good
4316 New Holland Rd.
Mohnton, PA 19540
(610)777-4457
goodparts@verizon.net