

HOTCHKIS

HOTCHKIS

SPORT SUSPENSION

Thank you for purchasing our Rear upper control arms. If you have any questions or need assistance on the installation procedure, please feel free to call us at 1-877-4NO-ROLL or e-mail us at www.hotchkis.net.



Removal of Stock Upper Trailing Arms and Differential Bushings

- 1) Place vehicle onto level surface. Place blocks in front of front tires.
- 2) Support rear of car on jack stands and remove rear wheels.
- 3) Place floor jack under differential and lift-up slightly taking the tension away from trailing arm bolts - be sure not to lift vehicle off of jack stands.
- 4) Remove both lower shock bolts.
- 5) Lower rear axle with floor jack, being careful not to stretch rear brake lines.
- 6) Remove rear coil springs

**** KEEP FLOOR JACK UNDER DIFFERENTIAL DURING THE COMPLETE REMOVAL AND INSTALLATION PROCEDURE**

- 7) Start with either trailing arm and remove the rear bolt.
- 8) Then remove the front trailing arm bolt.
- 9) Repeat procedure for opposite side.
- 10) Remove upper stock rubber bushing and shell from axle housing.

Installation of Hotchkis Performance Upper Trailing Arms

- 1) Remove supplied polyurethane bushing from outer shell.
- 2) Install new shell into axle housing. (**Do not hammer** on shell - use wood or steel. **Do not press** the driver's side all the way in! The thrust washer may have been trimmed and installed **before** the bushing shell is pressed in all the way. **(see figure on reverse side)**)
- 3) Lubricate polyurethane with supplied grease.
- 4) Slip bushing into shell already in axle housing.
- 5) Lubricate inner sleeve and install into bushing.
- 6) Lubricate and install thrust washers by slipping them over axle housing bushing.
- 7) Lubricate faces of bushings in trailing arm, then install new trailing arm by locating front bolt first. (If you purchased trailing arm braces as well see instructions now)
- 8) Place one drop of blue Loctite on threads and torque nut to 70 ft. lbs. (not needed with H. P. hardware)
- 9) Trailing arm should then pivot smoothly.
- 10) Install rear axle housing bolt.
- 11) When installing the rear upper trailing arm bolts you may want to move the rear up and down for easy alignment of the boltholes.
- 11) Place one drop of blue Loctite on threads and torque nut to 70 ft. lbs.
- 12) Repeat procedure for other side.
- 13) Install coil springs, then install all shock bolts.

CHECK ALL NUT AND BOLT TIGHTNESS AFTER FIRST TEN MILES



Hotchkis Performance LLC Return Policy & Limited Warranty

Effective December 1, 2010 all Hotchkis 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.

IMPORTANT: This warranty supersedes all other warranties included with this product.

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Limited Warranty

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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.

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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?**
- **Is the reason for return a legitimate product defect?**

If the answer to all these questions is YES, please contact our Customer Service Department at (562) 907-7757. You will be given a Returned Goods Authorization Number (RGA) valid for 60 days. You will also be asked to ship the product prepaid to our facility. All shipments MUST be (i) prepaid, (ii) include the original invoice or sales receipt, (iii) show the RGA on the outside of the package and (iv) include your name, address, make and model of the vehicle, and a brief description of the claimed defect, including the circumstances under which the defect occurred. If the warranty claim is deemed valid then Hotchkis will estimate shipping costs to return the repaired or replacement part and contact you for payment. Hotchkis's Limited warranty requires

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INSTALLATION INSTRUCTIONS

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.

CAUTION- 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.

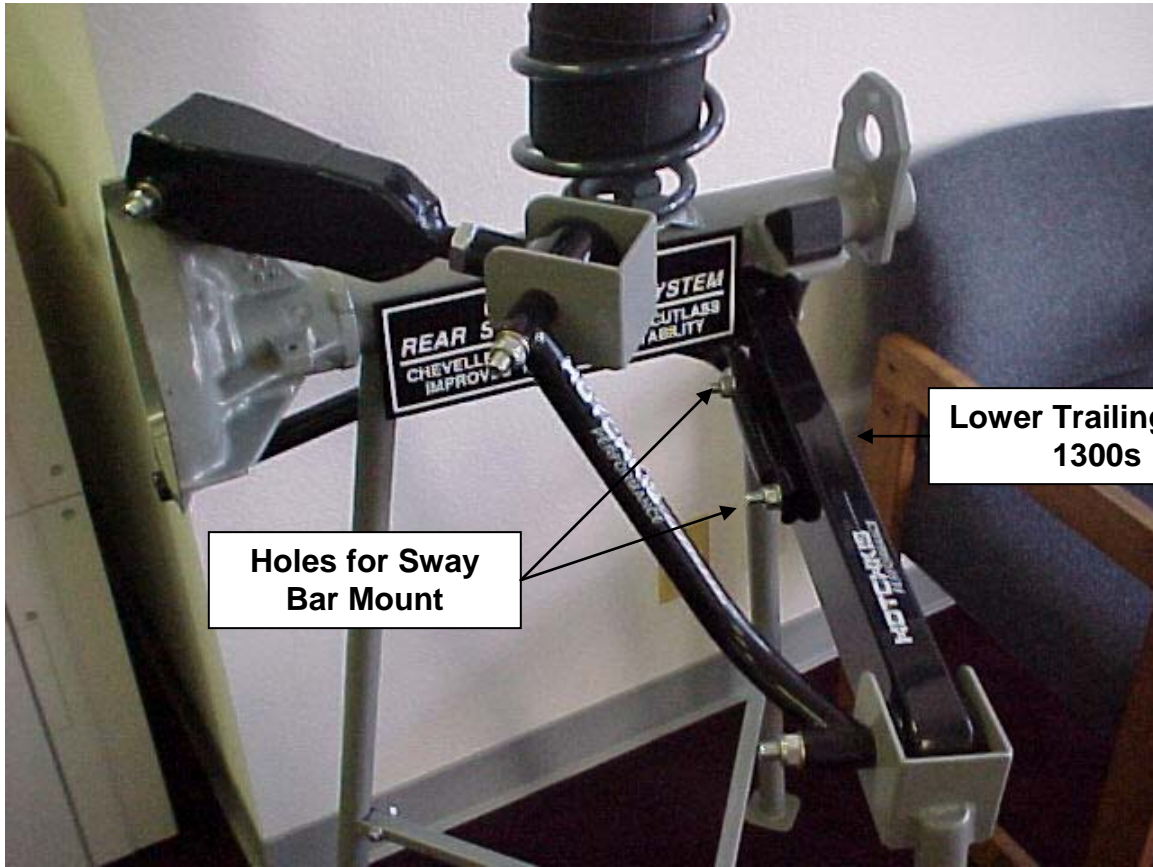
- 5) Start with either lower trailing arm and remove the rear bolt.
- 6) Then remove the front trailing arm bolt using a socket with an extension-place the socket through the outer hole in the frame to loosen the nut (Does not apply to F body). **Caution** – be careful not to drop the bolt into the frame – 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.
- 2) 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.**

- 9) Place one drop of blue **Loctite** on clean threads and torque sway bar nuts to 35 ft./lbs.
Note: **Loctite** 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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- **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

Thank you for your purchase.

Please call us at (562) 907-7757 if you have any questions regarding your Hotchkis Performance products.

Visit us online @ www.hotchkis.net

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.

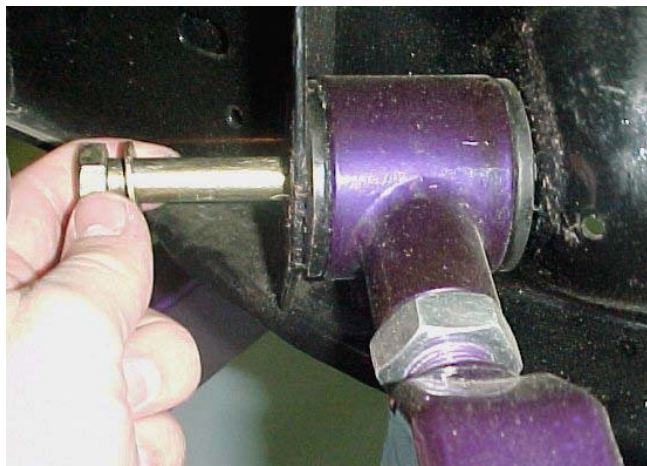


- 5) Using the jack placed under the differential, raise the rear suspension to its approximate ride height. The braces are generally easier to install with the rear axle at its normal ride height position to the frame.

NOTE: Be careful not to unload the weight of car off the jack stands.

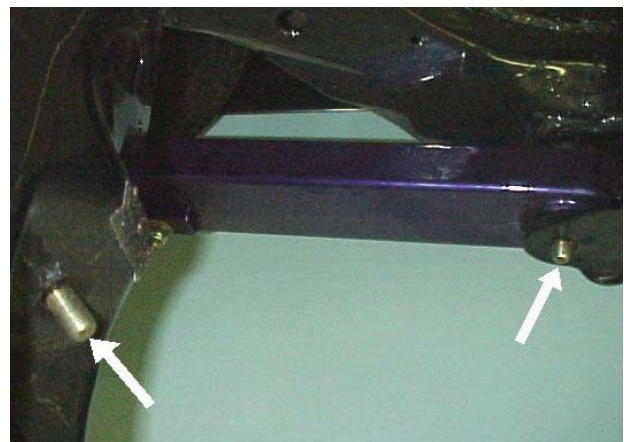
To keep the axle from rotating, **install one brace at a time.** **Do not** have trailing arm bolts removed from opposite sides at the same time.

- 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 ***Loctite*** on the trailing arm bolt threads. Tighten the washers and nuts. Torque the nuts to 60 ft./lbs. 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. **CHECK THAT ALL HARDWARE IS TIGHT!** 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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