HOTCHKIS SPORT SUSPENSION

1206A ADJUSTABLE UPPER TRAILING ARMS

INSTALLATION OF HOTCHKIS PERFORMANCE
ADJUSTABLE TRAILING ARMS

1) **Once it has been determined that the pinion angle in your vehicle needs adjustment, you will then need to decide if that angle must be adjusted up or down.**

2) **To accomplish this, remove one stock upper control arm and measure the distance between the mounting holes.** (From center to center) **Write this measurement down!**
*NOTE - The Hotchkis adjustable arms are pre-set at stock upper arm center to center length. One rotation (360deg.) of the female end, will equal approx. 1/2deg. One half of a rotation (180deg.) of the male end will equal approx. 1/4deg.

3) **If the pinion angle needs to be adjusted** downward**, the upper arm hole-to-hole distance must be** shorter **than the stock arm center-to-center distance.**

4) **The Hotchkis adjustable arms can be** shortened **3 turns shorter or 7/32" or .218"**
If a shorter arm is required, 1/4" of the threaded portion can be ground.

5) **If the pinion angle needs to be adjusted** upward**, the upper arm hole-to-hole distance must be** longer **than the stock arm center-to-center distance.**

6) **The Hotchkis adjustable arms can be** lengthened **10 turns or 1/2" or .500"**

IMPORTANT! There MUST be a minimum of 1/2" of thread engagement into the head for maximum strength!

IMPORTANT! The jam-nut MUST be tight before usage. Then, re-torque jam-nut after first use.

HOTCHKIS SPORT SUSPENSION

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 to be 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 control arm bolts, you may want to move the rear end up or down with the jack for easy alignment of the bolt holes.**

12) **Place one drop of blue Loctite on threads and torque nut to 70 ft. lbs.**

13) **Repeat procedure for other side.**

14) **Check rear brake lines for wear. If worn, replace with new brake lines.**

15) **Install coil springs, then install all shock bolts.**

CHECK ALL NUT AND BOLT TIGHTNESS AFTER FIRST TEN MILES

HOTCHKIS ADJUSTABLE UPPER ARMS

TECHNICAL INFORMATION

Hotchkis arm compared with stock arm center-to-center distances

1201A (‘78 - ‘88 A & G Bodies)

stock arm = 11.130”
HP longest = 11.630”
HP shortest = 10.912”
(end of threaded portion can be ground 1/4” **to achieve** 10.662” **center-to-center)**

1202A (‘68 - ‘72 A-Body)

stock arm = 10.275”
HP longest = 10.775”
HP shortest = 10.057”
(end of threaded portion can be ground 1/4” **to achieve** 9.807” **center-to-center)**

1203A (‘64 - ‘67 A-Body)

stock arm = 12.800”
HP longest = 13.300”
HP shortest = 12.582”
(end of threaded portion can be ground 1/4” **to achieve** 12.332” **center-to-center)**

1204A (‘79 - ‘98 Mustang)

stock arm = 9.313”
HP longest = 9.813”
HP shortest = 9.095”
(end of threaded portion can be ground 1/4” **to achieve** 8.845” **center-to-center)**