

⁺ HOTCHKIS SPORT SUSPENSION

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

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.

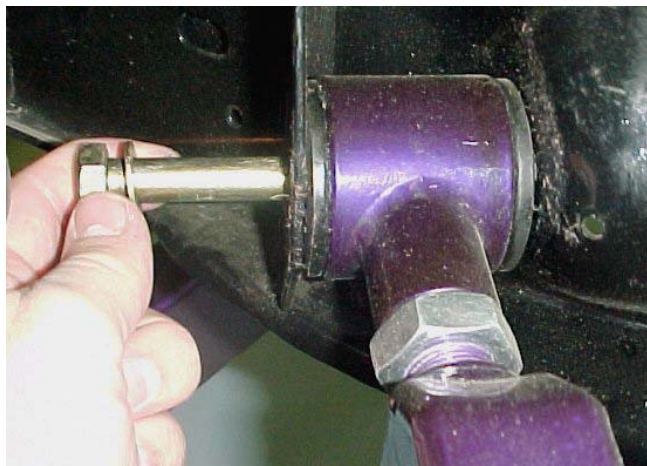


- 5) Using the jack placed under the differential, raise the rear suspension to its approximate ride height. The braces are generally easier to install with the rear axle at its normal ride height position to the frame.

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

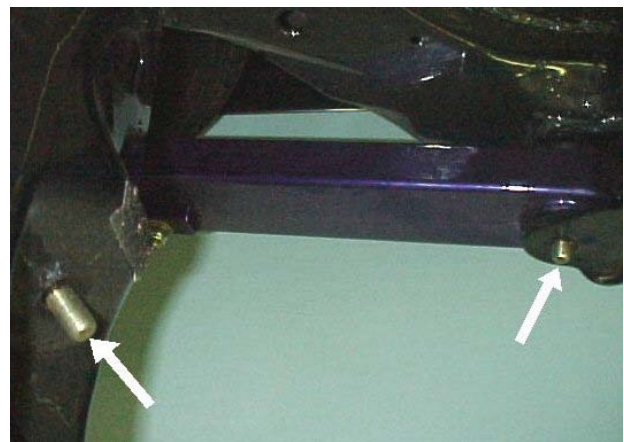
To keep the axle from rotating, **install one brace at a time.** **Do not** have trailing arm bolts removed from opposite sides at the same time.

- 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.

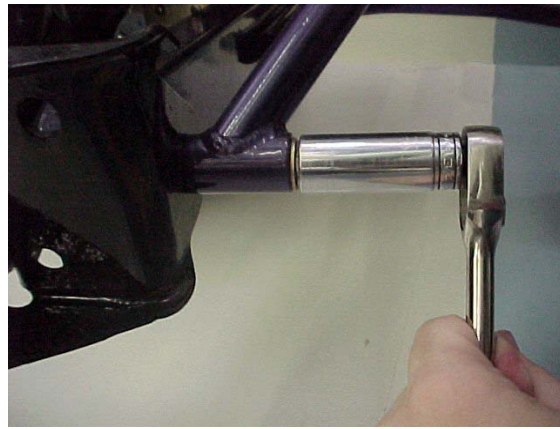
Hand-tighten the jamb nut on the brace. Place the washers included over the bolt ends and start the nylock nuts on the bolt ends to make sure the bolts don't pull out, and move on to the next step.

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

