



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.

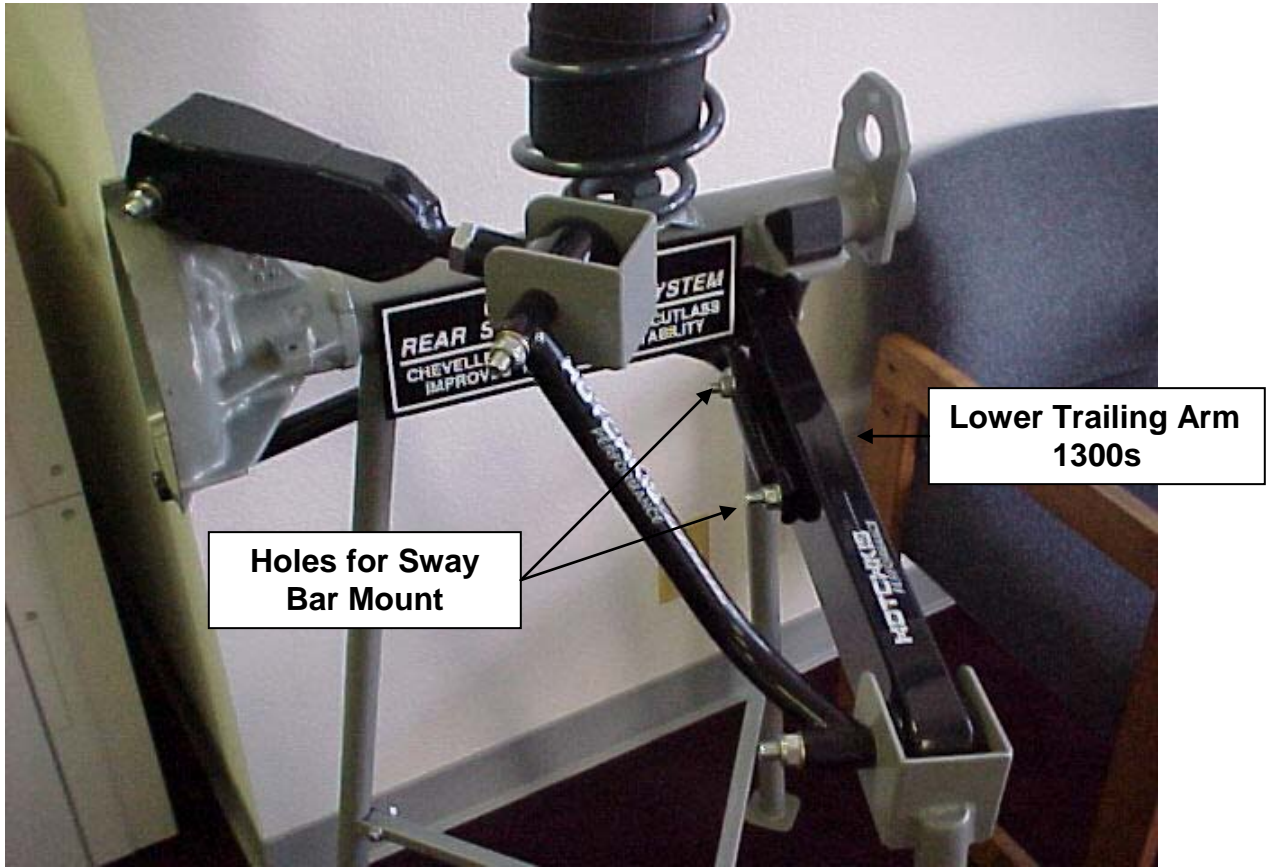
- 5) Start with either lower trailing arm and remove the rear bolt.
- 6) Then remove the front trailing arm bolt using a socket with an extension-place the socket through the outer hole in the frame to loosen the nut (Does not apply to F body). **Caution** – be careful not to drop the bolt into the frame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



HOTCHKIS SPORT SUSPENSION

1501 DOUBLE ADJUSTABLE PANHARD BAR 82-02 CHEVROLET/PONTIAC F-BODY

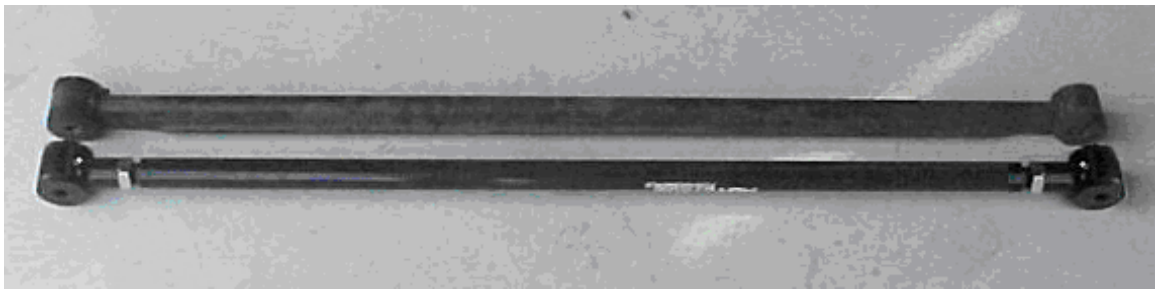


INSTALLATION OF HOTCHKIS PERFORMANCE ADJUSTABLE PANHARD BAR

- 1) Jack up the rear of the vehicle and use jack stands to support the sub-frame.
- 2) Place the jack under the differential to raise or lower the axle as necessary. You will need to do this so that the axle sits at ride height in the vehicle. **USE CAUTION!** Do not take the vehicle weight off the jack stands.
- 3) Remove the bolts at each end of the stock panhard bar and remove the bar. Retain and clean the stock hardware for later use!



- 4) Place the stock panhard bar on a flat, level surface, next to the Hotchkis panhard bar. Match the length between the bushing centers on the stock bar to the Hotchkis bar. If the lengths are uneven, then loosen the jam nut on the Hotchkis bar and rotate the head of the bar to adjust. Make sure you keep the exposed threads the same on both sides of the panhard bar.

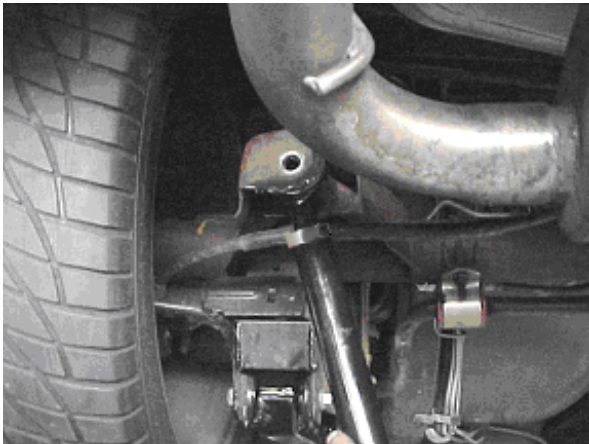


With all adjustments to the bar complete loosely tighten the jam nuts by hand to keep the heads from spinning when installing the bar.

- 5) Use the grease provided in the kit to apply a thick coat of grease to the sides of the panhard rod bushings to prevent squeaking after installing.



- 6) Install the Hotchkis panhard rod back into the mounting points the stock bar used. Make certain that the grease fittings on the bar point towards the ground (if the head isn't facing the opposite direction of the non-adjustable end), as this will make it easier to grease the bar after installation. Install the fixed end of the bar first. Re-use the stock hardware to attach the bar, and loosely tighten it by hand.



- 7) Once the bar is in the correct position, secure the brake line to the panhard rod with a zip-tie or similar device. Apply one drop of *Loctite* to the threads that hold the panhard rod to the car and axle (the threads should be clean), and tighten all of the attaching hardware. Torque the attaching hardware to 50ft./lbs.



Once you have centered your axle using a tape measure, use a wrench to tighten the jam nuts against the panhard rod to keep it from rotating. Cover the zerk fittings using the caps provided. Remove the jack stands and lower the vehicle to finish the install.

IMPORTANT: Torque the jam nut before use. Re-torque the jam nut after the first use! Check all hardware after driving five miles.

To avoid bushing squeak, use the zerk fittings and grease gun to lube the bushings. The bushings will typically need to be lubed only once a year, but you can also consider lubing them with every oil change for good measure. **Use only NON-LITHIUM based grease** for lubrication as lithium base grease can wash out with water.

