

# **HOTCHKIS** **HOTCHKIS** **SPORT SUSPENSION**

## **#1204 MUSTANG UPPER TRAILING ARMS**

### **UPPER TRAILING ARM REMOVAL**

**\*\* #1204 (MUSTANG) DOES NOT USE STOCK HARDWARE.**  
**BECAUSE OF**  
**THE EXTRA WIDTH OF THE H.P. UPPER TRAILING ARMS, H.P.**  
**HARDWARE KIT #1701 MUST BE USED. MUSTANG AXLE**  
**HOUSING BUSHING SHELL MUST BE LEFT IN PLACE.**

#### **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) Remove rear coil springs.**
- 4) 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.**
- 5) Now remove your quad shocks**

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

- 6) Start with either trailing arm and remove the rear bolt.**
- 7) Then remove the front trailing arm bolt.**
- 8) Repeat procedure for opposite side.**
- 9) Lower rear axle with floor jack, being careful not to stretch rear brake lines.**
- 10) Remove rubber bushing by drilling then chisel out of shell. Now leave the axel bushing shell in place. Inside of shell MUST be smooth and clean.**



## **Installation of Hotchkis Performance Upper Trailing Arms**

- 1) Lubricate polyurethane with supplied grease.**
- 2) Slip bushing into shell already in axle housing.**
- 3) Lubricate inner sleeve and install into bushing.**
- 4) Lubricate and install thrust washers by slipping them over axle housing bushing.**
- 5) Lubricate faces of bushings in trailing arm, then install new trailing arm by locating front bolt first.**
- 6) Place one drop of blue Loctite on threads and torque nut to 70 ft. lbs. (not needed with H. P. hardware)**
- 7) Trailing arm should then pivot smoothly.**
- 8) Install rear axle housing bolt.**
- 9) Place one drop of blue Loctite on threads and torque nut to 70 ft. lbs.**
- 10) Repeat procedure for other side.**
- 11) Check rear brake lines for wear. If worn, replace with new brake lines.**
- 12) Install coil springs, then install all shock bolts.**

**CHECK ALL NUT AND BOLT TIGHTNESS AFTER FIRST TEN MILES**



## INSTALLATION INSTRUCTIONS

# 1304, 1304R AND 1311 MUSTANG LOWER TRAILING ARMS

Please read these instructions carefully and if you have any questions regarding installation please do not hesitate to call Hotchkis Performance directly, we will be more than happy to help.

### THANK YOU FOR PURCHASING HOTCHKIS PERFORMANCE PRODUCTS

- 1) With the front wheels securely blocked, raise the rear of the vehicle to an adequate working height, then support the vehicle / chassis / body **securely** with jack stands, leaving the differential slightly supported with the jack.
- 2) Remove the rear wheels then remove the bolts that retain the lower shock absorber mounts. If you have a **Quad-Shock** equipped car remove the nuts on the frame side of the axle dampening shock and pull it from the pivot.
- 3) Gradually lower the differential far as possible ( be very careful not to over extend the flexible brake line that runs from the chassis to rearend.). At this point there should be little or no tension on the rear springs so they can be easily removed from the car allowing the easiest and safest trailing arm installation possible. **NOTE** – pay attention to the position of the cutoff spring end and be sure to re-install the springs clocked in the same position as this will affect ride height and ride quality.
- 4) Unbolt the rear sway bar from the lower trailing arms and remove the bar.
- 5) Working on one side of the car at a time, remove the two trailing arm pivot bolts. The front pivot bolt has very limited clearance between the muffler and frame rail, but can be reached with a deep socket / ratchet combination. Remove the old trailing arm. Be sure to only remove and install one trailing arm at a time, failure to do so will let the rearend housing rotate and will make your installation much more difficult.
- 6) Clean the surface of the pivot points on the car checking to make sure there are no rough edges that may tear into the new bushings. After apply a light coat of grease to the outer surfaces of each bushing, slide the forward end of the new trailing arm up into the position and reinstall the front pivot bolt. **Note** – for proper sway bar installation – make sure the arms are positioned so that the stickers are towards the outside of the vehicle – the arms are marked left and right.

- 7) Slide the rear of the trailing arm into place, reinstall mounting bolt and torque both bolts to 70 ft./lbs. **Note** – locating and aligning the rear pivot bolt is a little tougher and may require the use of a small pry bar or similar tool to line up the mounting holes correctly.

Repeat steps 5 & 6 for the opposite side of the vehicle

- 8) Reinstall the rear springs, making sure of proper position. (See note in step 3)
- 9) Remove the nut clips from the sway bar and slip them over the holes on the tabs of the new trailing arms with the threads towards inside of vehicle. Install sway bar onto trailing arms with the ends on the outer sides of the tabs.
- 10) Raise the rearend assembly, reinstall the lower shock mounting bolts and the Quad-Shock mounts (if required). Reinstall the rear wheels. Road test and recheck all bolts after driving a few miles.

**Note** – 1983 to 1985 vehicles with the original anti-hop / slapper bars will require removal of these bars, however, due to the increased rearend stability accomplished by these trailing arms, traction and anti-hop ability will not suffer. For this same reason, Quad – Shocks may also be safely removed from cars so equipped for increased tire clearance.