



# Edelbrock Lower Trailing Arms

## Vehicle Applications: See Below

### Catalog #5204 & #5205

## INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Trailing Arms. If you have any questions, contact our **Technical Hotline at: 1-800-416-8628**, 7 am to 5 pm, Monday-Friday, Pacific Standard Time or e-mail us at **Edelbrock@Edelbrock.com**.

### Vehicle Applications:

**Catalog #5204** - 1982-2002 Camaro/Firebird & 1978-1988 GM A/G-Body

**Catalog #5205** - 1964-1972 GM A/G-Body

### Tools and Supplies Required:

- Floorjack
- Jackstands
- Tire chocks
- Lug wrench
- 18mm socket and combination wrench (3/4" for #5205 only)
- Torque wrench
- Blue Loctite™
- Grease gun

**NOTE:** Edelbrock Trailing Arm hardware kits are available - Hardware Kit #5215 fits 5201 & 5204; #5217 fits #5205 (Optional - stock hardware may be re-used if in satisfactory condition).

### **IMPORTANT NOTE:**

**Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.**

### REMOVAL OF STOCK TRAILING ARMS

1. Place car on level surface and place tire chocks in front of and behind front tires (**Fig. 1**).
2. Support rear of the car on jack stands and remove the rear wheels.
3. 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 jackstands (**Fig. 2**).

### KEEP FLOOR JACK UNDER 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 BE MUCH MORE DIFFICULT.**



4. If sway bar mounts to trailing arms, remove at this time. Start with either trailing arm and remove the rear bolt **(Fig. 3)**. Note: Replace the bolts in same orientation as original.
5. 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 **(Fig. 4)**.  
**Caution:** Be careful not to drop the bolt into the frame - if you do, then remove the bolt through the large hole on underside of the frame using magnet, etc.
6. Remove the unbolted trailing arm.
7. If you are having difficulty removing the trailing arm bolts, then remove the lower shock bolts and the rear springs to aid bolt removal.
8. Clean frame at trailing arm pivot area with a wire brush.

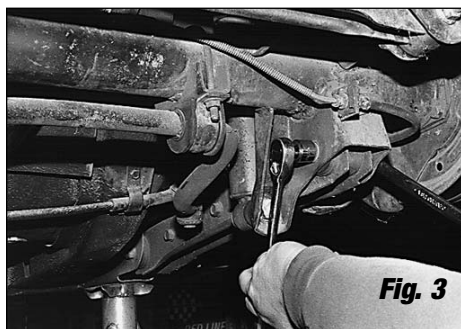
### **INSTALLATION OF EDELBROCK TRAILING ARMS**

**Edelbrock Trailing Arms are fully assembled, greased, and ready to install.**

1. Install new trailing arms with the grease fittings facing down, with sway bar bolt holes towards the rear of car.
2. Install the new trailing arm by locating the front bolt first.
3. Place one drop of blue Locktite™ on clean threads and torque the nut to 70 ft./lbs **(Fig. 5)**.
4. The trailing arm should then pivot smoothly on the chassis.
5. Install the rear bolt.
6. Place one drop of blue Locktite™ on clean threads and torque the nut to 70 ft./lbs.
7. Re-install sway bar (if removed).
8. Although Edelbrock Trailing Arms are pre-lubed, you may want to finish your installation by lubing the front and rear bushings with a grease gun. Be sure to replace the dust caps on the zerk fittings to prevent dirt and corrosion from damaging the fitting.

**Re-check all nut and bolt tightness after first 10 miles.**

**Note:** To further upgrade your suspension, use other Edelbrock suspension products such as springs, shocks, torque arm, panhard rod, subframe connectors, strut tower brace, etc. For more information, go to our website at [www.edelbrock.com](http://www.edelbrock.com).



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