ADJUSTABLE TORQUE ARM
for 1984-2002 Camaro / Firebird
Catalog #5282
INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new adjustable torque arm. If you have any questions, please contact our Technical Hotline at: 1-800-416-8628, 7:00 am to 5:00 pm, Monday through Friday, Pacific Standard Time or e-mail us at edelbrock@edelbrock.com. Please fill out and mail your warranty card.

IMPORTANT NOTE: Proper installation is the responsibility of the installer.
Improper installation may result in poor performance and engine or vehicle damage.

Application: This torque arm is designed to fit 1984-2002 Camaro and Firebird with 1) US built, GM corporate 10 bolt rear ends that have 7 ½" or 7 5/8" ring gear and, 2) with front torque arm locator lips facing away from driveshaft (*See Fig. 1).*

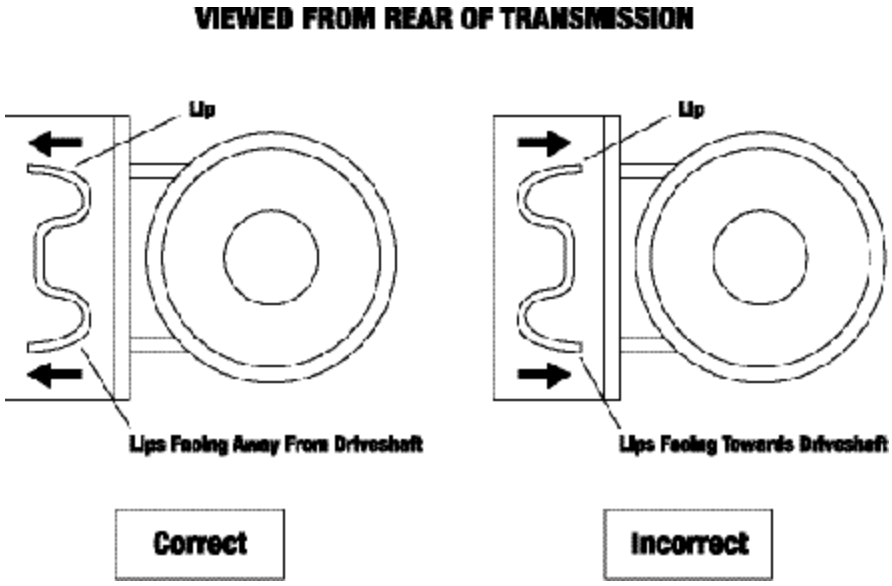

Fig. 1

PREPARATION CHECKLIST, TOOLS, AND EQUIPMENT REQUIRED:

- ❑ 4 Post drive on vehicle lift recommended, or
  - ❑ Floor jack and 4 properly rated jackstands
- ❑ 13mm, 15mm, 21mm, &15/16" sockets and wrenches
- ❑ Torque wrench
- ❑ Magnetic angle finder gauge
- ❑ Drill with &/32 drill bit or grinder (to remove rivets)
- ❑ 1-1/8" crows foot wrench (to properly re-torque adjuster sleeve jam nuts)
- ❑ Thread locking compound

Brochure No. 63-0482
Catalog #5282
Rev. 12/05 - DA/mc

BEFORE YOU GET STARTED

Before you begin the installation of your new adjustable torque arm, it is very important that you inspect several components on your vehicle for safety reasons, to eliminate potential problems and to ensure your new torque arm will work properly for a long time to come:

1. Inspect the motor mounts and the transmission mount. Worn, weak or broken mounts will cause the torque arm to not function properly and can cause damage to your vehicle. Stock OE transmission mounts in Camaros and Firebirds are very weak and known to fail. If you have a broken or weak transmission mount, it will cause the torque arm to actually lift the tail end of the trans. up. This could cause severe wheel hop, driveline misalignment and possible damage to the transmission, drive shaft, u-joints, rear axle, torque arm, and/or floor pan of vehicle. We highly recommend using a good quality polyurethane transmission mount like Energy Suspension #33-1108. Using the Energy Suspension transmission mount is good insurance that your transmission stay solid and the torque arm will work to its full potential.

2. Inspect the rear suspension bushings. We strongly recommend using either Edelbrock (#5274) lower trailing arms with a spherical ball on one end and polyurethane bushings on the other, Edelbrock (#5204) trailing arms with polyurethane bushings on both ends, or other high quality trailing arms that use high quality polyurethane bushings. We also recommend the use of an Edelbrock or other high quality panhard rod to replace the stock OE piece that uses sponge rubber bushings. The lower trailing arms and panhard rod secure the rear axle under the car. Upgrading to stronger high quality tubular trailing arms and panhard rod with polyurethane bushings will increase the overall strength, eliminate the sponge feel of rubber bushings and further increase the function potential of the torque arm. Worn out trailing arm or panhard rod bushings can contribute to or cause torque arm or other suspension component failures. Remember each suspension component has a job and relies on the other components to do their jobs. The installation of a high performance torque arm alone will not mask worn or inferior components. Use of an adjustable panhard rod like Edelbrock (#5222) will allow you to re-center your rear axle if your cars ride height has been altered. We would like to stress the importance of having a good solid chassis and suspension system. Using Edelbrock products can help make your car much safer as well as more fun to drive.

NOTE: Do not make any adjustments to your new torque arm prior to installation. Your new torque arm comes adjusted to stock configuration. Pinion angle adjustments are very tricky and should only be done by someone with a good understanding and the knowledge of how to make proper adjustments. If adjustments are made to pinion angle, it is very important that the rod ends sit straight up and down and not angled between the differential bracket, and that you have a minimum of 1" of thread engagement in the adjuster sleeve and rod ends or it could cause the part to fail. Improper adjustment, defective, worn, or inadequate suspension components as mentioned above could cause torque arm to fail causing damage or injury. Edelbrock Corp. is not responsible for any damage or injury.

A drive on vehicle lift is recommended for proper and easy installation.

Before you start, check and record current pinion angle. (NOTE: Vehicle should be on level surface and in correct ride position to obtain correct information.)

INSTALLATION INSTRUCTIONS

1. If you are not using a drive on lift, raise vehicle and support under the frame so the rear end can be raised and lowered, if needed.

2. Remove the two large bolts that attach the stock arm to the differential and remove stock torque arm. Inspect bolts and replace, if necessary. (Use only OE bolts and OE style lock nuts)

3. Unbolt and remove the front bushing bracket assembly from the transmission.

4. Drill or grind off the rivet heads *(See Fig. 2)* and disassemble bracket assembly and discard the factory rubber bushing.

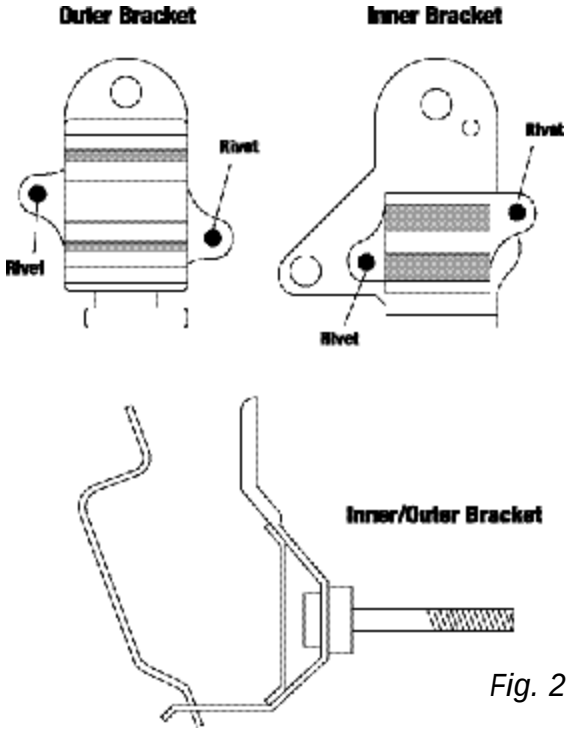

Fig. 2

5. Re-install the inner bracket onto the transmission with only the lower bolt and stud at this time. (Use thread locking compound).

6. Install the new torque arm onto the rear end with the factory OE bolts. (Use thread locking compound on threads). Do not torque at this time!). Due to production tolerances, it may be necessary to file or grind the lower rear corner of the differential casting to allow the differential bracket to sit flush against the housing *(Fig. 3).*

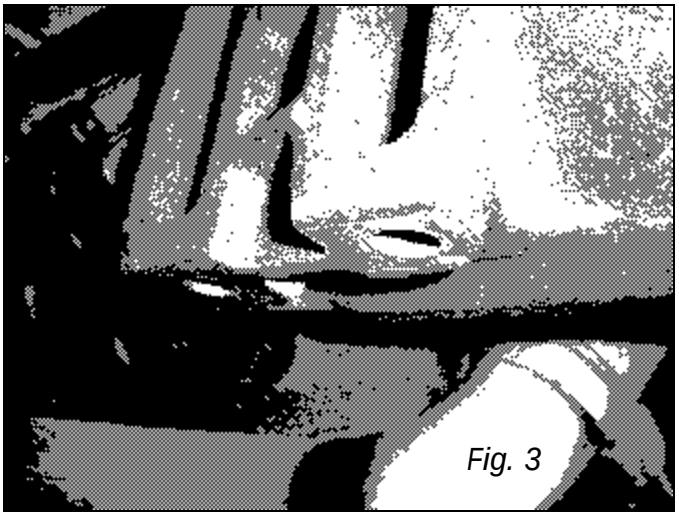

Fig. 3

7. Apply supplied grease to the inside of the new front bushing and slip onto the torque arm with the part number on the bushing facing the rear of the vehicle.

8. Position the polyurethane bushing in the inner bracket and install the outer bracket, then (using thread locking compound) install the upper bolt and tighten both bolts and stud to factory specifications.

9. At this time, torque the rear differential attaching bolts to 97 ft. lbs.

10. After driving the vehicle 10-20 miles, it is very important to re-torque all hardware OE differential bolts (97 ft.lbs.). Pre-installed bolts that attach the torque arm to the differential bracket (150-160 ft. lbs.). Rod end jam nuts (90 ft. lbs. using 1-1/8" crows foot on torque wrench).

NOTE: To maintain safe and trouble-free operation, suspension and chassis components should be periodically checked for condition, and hardware should be checked with a torque wrench to factory recommended specifications.

OTHER SUSPENSION UPGRADES FOR F-BODIES AVAILABLE FROM EDELBROCK:

Strut tower brace, tubular lower trailing arms, trailing arm relocation brackets, tubular panhard rod, sub-frame connectors, coil springs, adjustable front coil over assembles, and shocks.

Edelbrock Corporation
2700 California Street
Torrance, CA 90503
Toll-Free Tech Line: 1-800-416-8628
Tech E-Mail: edelbrock@edelbrock.com

Brochure No. 63-0482
Catalog #5282
Rev. 12/05 - DA/mc