

**JEGSTER TORQUE ARM 40097
82 - 98- CAMARO - FIREBIRD**

This Jegster torque arm is much shorter than the stock one. Because of this the rear tires will be more firmly planted against the pavement upon acceleration. However, when the car is driven more gently, the rear suspension will be much less harsh to the occupants and the rest of the car than a suspension that is usually considered a race only suspension, such as ladder bars.

Jack up the car and support the frame on jack stands. Remove the drive shaft and the stock torque arm. Assemble the torque arm, adjusters, jam nuts, rod ends, and bracket as shown below. Install the new torque arm assembly to the rear housing with the stock bolts. Do not tighten these bolts yet. Bolt the torque arm front slider to the mount saddle with the grease fitting pointed down. Tighten this bolt. Position the saddle in the drive shaft tunnel and move it rearward so that the slider goes into the front of the torque arm. Adjust this position so that the slider is $\frac{3}{4}$ inch from being bottomed out in the torque arm. Now relocate the jack stands. The rear ones should be placed under the rear housing. The front ones should be under the front ball joints. This will load the suspension as if the tires were on the pavement. Now check to see that the $\frac{3}{4}$ inch spacing as mentioned above has not changed and the saddle is seated in the tunnel. Also make sure that the saddle is not pushed into the tunnel so hard that the park brake linkage will not work. Next the carpet must be lifted and holes drilled through the saddle holes and through the tunnel. Install the furnished bolts from the top down. Use a flat washer on top of the floor and a nut and lock washer under saddle. Tighten all bolts and grease the slider.

Now check pinion angle. For high performance use the pinion should be $1\frac{1}{2}$ to 2 degrees down from the engine with the suspension loaded. Example - the engine might be 1 degree up (higher at the front than at the rear). In this case the pinion should be $\frac{1}{2}$ to 1 degree down (lower at the front than at the rear). Loosen the jam nuts and adjust as desired. An angle checker is available from JEG'S, part number 247 5020. See the illustration below. Tighten jam nuts and test drive.

