



EDELBROCK UPPER TRAILING ARMS
for 1978-1988 GM A/G Body (Catalog #5267)
1968-1972 GM A-Body (Catalog #5268)
1964-1967 GM A-Body & 1967-1978 American Motors Rebel,
Matador, Marlin, and Ambassador (Catalog #5269)
INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Trailing Arms. 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.

Suggested Tools for Installation:

- Jack and proper load rated jackstands
- Tire chocks
- Lug wrench
- 18mm or 3/4" socket and combination wrench
- Torque wrench
- Blue Loctite
- Grease gun

Kit Contents		
<u>Qty.</u>	<u>Part #</u>	<u>Description</u>
2	25-4066	Upper Trailing Arms (#5267)
2	25-4067	Upper Trailing Arms (#5268)
2	25-4068	Upper Trailing Arms (#5269)

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 vehicle on level surface and place tire chocks in front of and behind front tires.
2. Support rear of the vehicle on jackstands and remove the rear wheels. Use proper rate jackstands on hard level surface *(see Figure 1)*.
3. Place a floorjack under the differential and lift up slightly to remove tension from the trailing arms bolts. Make sure not to lift the vehicle off the jackstands *(see Figure 1)*.

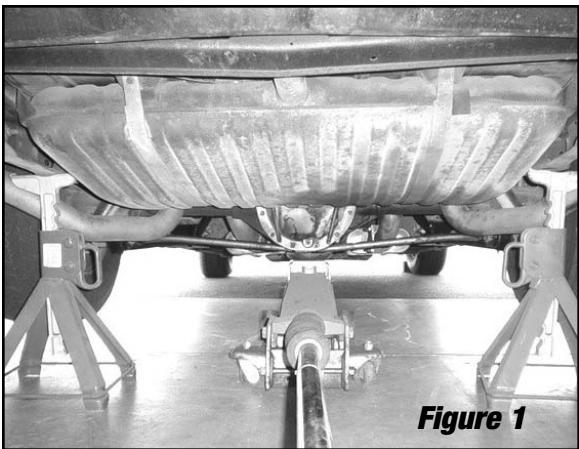


Figure 1

KEEP FLOORJACK UNDER VEHICLE 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. Start with either trailing arm and remove the rear bolt. **NOTE:** Replace the bolts in same direction as original *(see Figure 2)*.

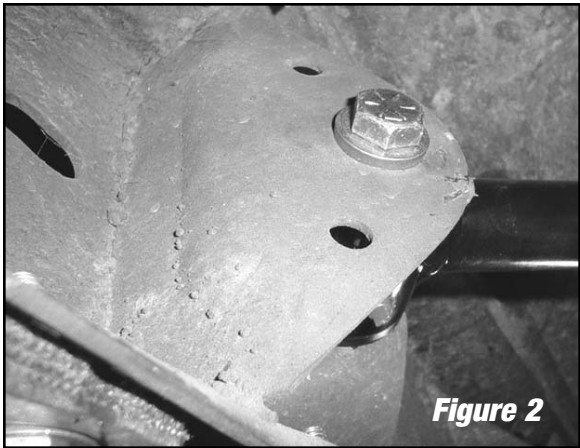


Figure 2

5. Remove the front trailing arm bolt.
6. If you are having difficulty removing the trailing arm bolts, then remove the lower shock bolts and the rear springs to aid bolt removal.
7. Clean frame at trailing arm pivot area with a wire brush.
8. Remove the pressed-in factory rubber bushing from axle housing. Note direction of bushing in axle housing. Be careful not to damage axle housing (*see Figure 3*).

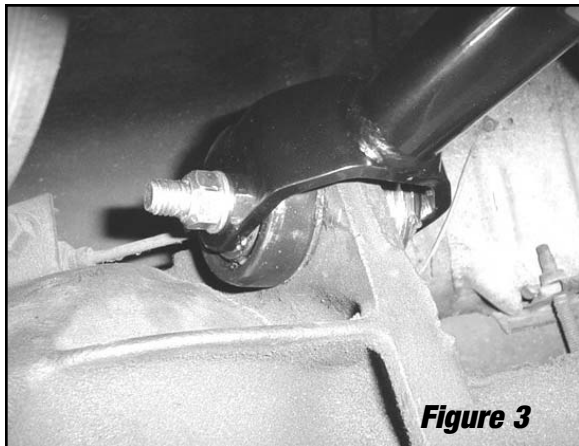


Figure 3

INSTALLATION INSTRUCTIONS

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

1. Install polyurethane bushing into axle housing, facing same direction as stock (*See Figure 3*).
2. Install polyurethane thrust washer on inboard side of bushing. **NOTE:** Left side only, some thrust washers will require trimming for clearance to axle housing (See arrow on *Figure 3*). If you install thrust washer at the same time as you install bushing, it requires less grinding for clearance.
3. Lube (supplied) the trailing arm bushing and the axle bushing on the surface that contact arms.

4. Install new trailing arms with the grease fittings facing down, locating the front bolt first (*See Figure 4*). Use heavy supplied 1/2 washer on this end.

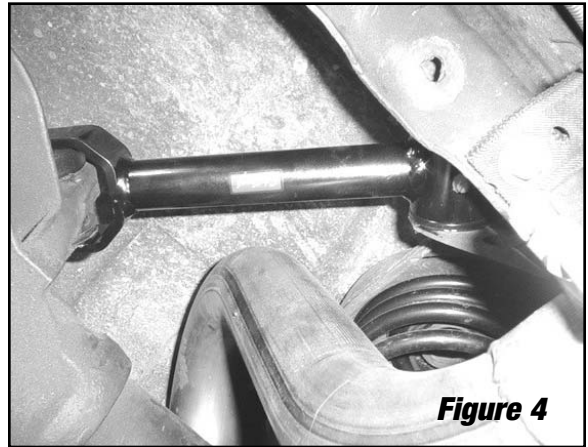


Figure 4

5. Place one drop of blue Loctite on clean threads and torque the nut to 70 ft./lbs.
6. The trailing arm should then pivot smoothly on the chassis.
7. Pivot trailing arm into position over polyurethane bushing and thrust washer. Install rear bolt in same direction as original. **Figures 2, 3, & 4 show correct installed position of both trailing arms.**
8. Although Edelbrock trailing arms are pre-lubed, you may want to finish your installation by lubing the front bushing with a grease gun. Be sure to install zerk caps to prevent dirt and corrosion from damaging the fitting.

Check all nut and bolt tightness after first 10 miles.

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