



Edelbrock Adjustable Trailing Arms

Applications: Catalog #5247 - 1978-1988 A/G Body
Catalog #5248 - 1968-1972 A Body
Catalog #5249 - 1964-1967 A Body &
1967-1978 American Motors Rebel, Matador,
Marlin, and Ambassador

Installation Instructions

Please study these instructions carefully before installing your new Adjustable 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**. Please complete and mail your warranty card.

Tools and Supplies Required:

- Floorjack and jackstands
- Tire chocks
- Lug wrench
- 18mm socket and combination wrench
- 3/4" socket and combination wrench
- Drill motor and 1/2" drill bit or round file
- Torque wrench
- Blue Loctite™
- Grease gun

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 (**Figure 1**).
2. Support rear of the car on jackstands 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 (**Figure 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. Start with either trailing arm and remove the rear bolt.
NOTE: Re-install the bolts in same direction as original.
5. Remove the front trailing arm bolt.
6. Remove the 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.
9. Remove the pressed-in factory rubber bushing from axle housing. Note direction of bushing in axle housing.
NOTE: Be careful not to damage axle housing.



Fig. 1



Fig. 2

INSTALLATION OF EDELBROCK ADJUSTABLE TRAILING ARMS

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

1. Install polyurethane bushing into axle housing, facing same direction as stock.
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. If you install thrust washer at the same time as you install bushing, it requires less grinding for clearance.
3. On 1978-1988 model year vehicles - using metric stock arm pivot bolts, drill or file front locating hole to 1/2" diameter to enable use of supplied 1/2" diameter bolts.
4. Install new trailing arms with the grease fittings facing down, locating the front bolt first.
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.
7. Place a thin coat of supplied grease on the sides of the new axle housing bushings.
8. Pivot trailing arm into position over polyurethane bushing and thrust washer. Install rear bolt in same direction as original.
9. Place one drop of blue Loctite™ on clean threads and torque the nut to 70 ft./lbs.
10. Although Edelbrock Trailing Arms are pre-lubed, you may want to finish your installation by lubing the front bushings with a greasegun. Be sure to replace the dust caps on the Zerk fittings to prevent dirt and corrosion from damaging the fitting.

Check all nut and bolt tightness after first 10 miles.

NOTES:

1. Edelbrock Adjustable Trailing arms come pre-adjusted to stock length. Pinion angle can be adjusted by loosening the jam nuts on the arms and turning the aluminum adjuster sleeve in the center of the arm. Both arms should be adjusted evenly. A properly installed and adjusted trailing arm will have the spherical ball straight and parallel with the ball housing. If the ball is twisted in its housing when installed, the arm could fail during suspension articulation. After adjustment has been made, use a drop of Loctite™ on threads at jam nuts.
2. Jam nuts should be checked periodically for tightness.
3. To further enhance the handling and performance of your GM vehicle, check our catalog to find out more about Edelbrock Suspension components such as coil springs, lower trailing arms, tubular braces, anti-hop bars, tie rod sleeves, etc. To order our catalog, call **1-800-FUN-TEAM**.



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