



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.

Tools and Supplies Required:

- Floorjack
- Jackstands
- Tire chocks
- Lug wrench
- 18mm socket, combination wrench, and torque wrench
- Blue Loctite™
- Grease gun

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. Clean frame at trailing arm pivot area with a wire brush.

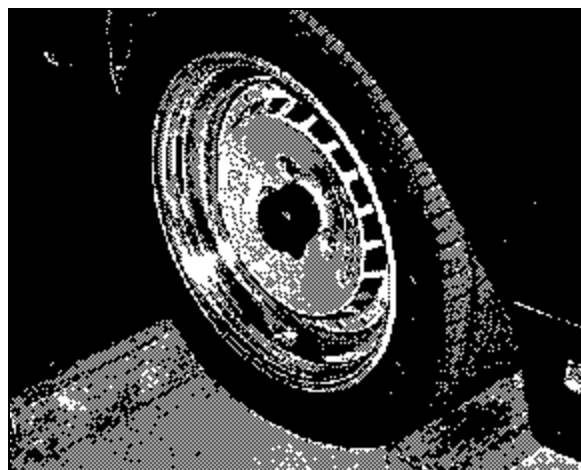


Fig. 1

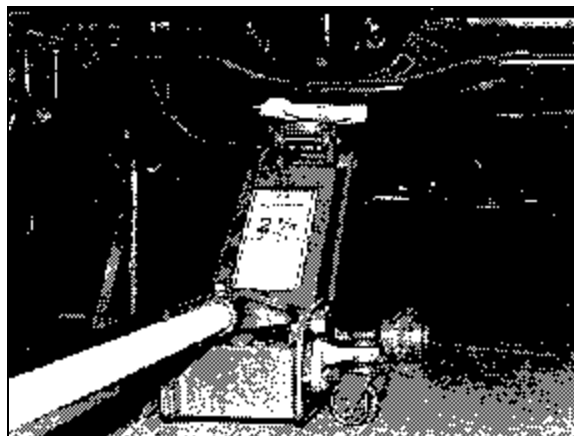


Fig. 2

DIFFERENTIAL BUSHING INSTALLATION

Note: The bushings supplied with these arms are designed to be used with the original differential bushing shells. Do not press out bushing shells.

1. Remove rubber and the inner sleeve from outer bushing shells.
2. Clean original shells thoroughly.
3. Using special pre-lube teflon grease, lube the I.D. and flange of the O.E. bushing shell.
4. Lightly grease O.D. and I.D. of polyurethane bushing.
5. Install bushing into shell.
6. Grease O.D. of steel sleeve and install into bushing.
7. Install thrust bushing.

INSTALLATION OF EDELBROCK ADJUSTABLE TRAILING ARMS

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

1. Install new trailing arms with the grease fittings facing down, locating the front bolt first.
2. Place one drop of blue Loctite™ on clean threads and torque the nut to 70 ft./lbs.
3. The trailing arm should then pivot smoothly.
4. Place a thin coat of supplied grease on the sides of the new axle housing bushings.
5. Pivot trailing arm into position over polyurethane bushing and thrust washer. Install rear bolt in same direction as original.
6. Place one drop of blue Loctite™ on clean threads and torque the nut to 70 ft./lbs.
7. 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 Mustang, check our catalog to find out more about Edelbrock Suspension components such as coil springs, lower trailing arms, strut tower brace and sub-frame connectors. To order our catalog, call 1-800-FUN-TEAM.

Please complete and mail your warranty card. Be sure to write the model number in the "Part #" space. Thank you.

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