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78-88 G Body Rear Trailing Arm Kit



Parts in this kit may vary slightly from photo.

The following instructions are intended for professional installers and are guidelines only. Speedtech Performance assumes NO responsibility for the installation of any of its products. All products are intended for off road use only and must be installed by qualified professionals only.

Thank you for purchasing your new Speedtech G-Body Trailing arm kit. Installing this product will require the unbolting and removal of your rear suspension. Take all necessary precautions whenever jacking up your vehicle and use safe and sturdy jack stands to support the vehicle whenever it is off the ground. Be sure to take all other safety precautions required to do the job correctly.

G Body GM Rear Axle Trailing Arm Hardware Kit Checklist

- Installation Instructions (1)

- Articulink Upper Trailing Arm (2)
- Articulink Lower Trailing Arm (2)
- Sway Bar End Link Assemblies (2)
- Sway Bar End Link Brackets (2)

Trailing Arms

- 12 mm x 3 1/2 " Bolts (8)
- 12 mm Stover Lock Nut (8)
- 12 mm dia. Bolt Sleeves (6)
- 12 mm Flat Washers (16)

Sway Bar Links

- 3/8 x 2" Fine Bolts (4)
- 3/8" Fine Nylock Nuts (4)
- 3/8" Washers (4)

Sway Bar Link Brackets

- 3/8 x 3/4" Coarse Bolts (6)
- 3/8" Coarse Nylock Nuts (6)
- 3/8" Washers (8)

***Additionally, you will need a drill with a 3/8" bit to properly mount the sway bar end link brackets.**

Note: When using Currie or other rear Axle or lower control arm mounts with 1/2" hole instead of 12 mm, contact us for proper bolts and sleeves.

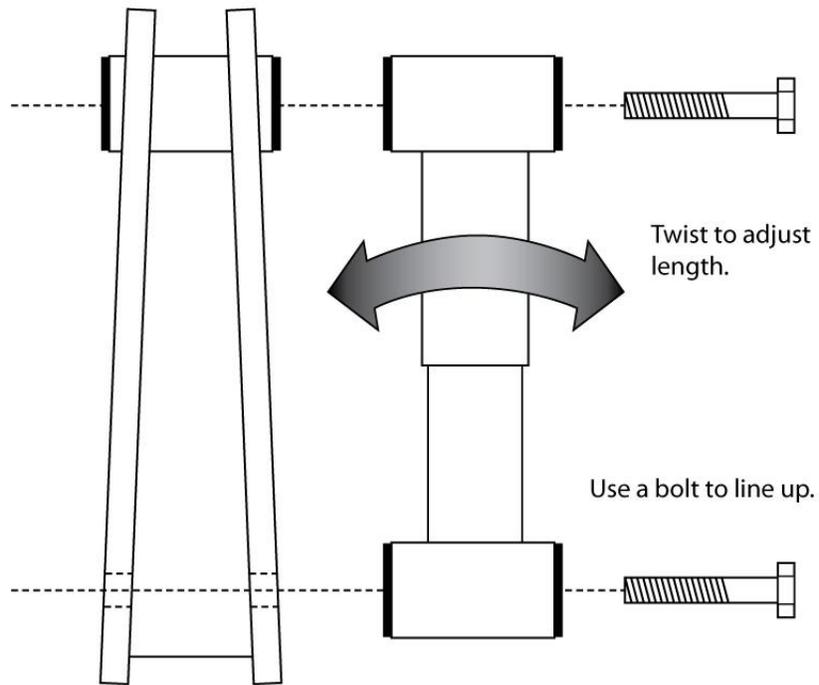
The vehicle should be on a level surface before you start.

1. In a couple short hours you can update your G-Body with new Speedtech Performance trailing arms. We recommend you inspect all of your car's suspension components prior to installation of our parts, such as bushings and brake lines which may be worn and could cause adverse effects. Replace parts as necessary. We suggest you replace the upper axle housing bushings with factory replacement rubber bushings. This will allow the correct amount of articulation that the rear suspension requires. Axle mounted rubber upper trailing arm bushings are Moog #K6178.

2. Jack up and properly support the vehicle on sturdy jack stands, two supporting the rear axle and two supporting the front of the frame. Remove the rear wheels. With the rear axle supported, record pinion angle AT RIDE HEIGHT. You will need to match this number after your new trailing arms are installed. An easy way to do this is attach your pinion gauge to the heads of two rear end cover bolts that align vertically.

3. Support the rear of the frame with jack stands. Remove the shocks and watching that you don't stretch the brake hose, carefully lower the rear axle until you can remove the coil springs. Support the axle with jack stands. Place another jack stand under the pinion u-joint to keep the rear axle from rotating once it is unbolted. Remove the upper trailing arms.

4. Using the factory upper arms, line up the bolt holes with those on the Speedtech upper arms. If an adjustment is needed, the Speedtech Articulink control arms are threaded and can be adjusted by twisting them either to the right to shorten or left to lengthen. See diagram on page 4.



Use this process for upper and lower trailing arms.

5. Using the new bolts install the Speedtech upper trailing arms with the grease fitting pointing **downward**.



5. Remove the factory lower trailing arms. Adjust the Speedtech lowers as needed in the same manner as the uppers. Install the trailing arms with the new bolts. Raise the axle to ride height and recheck pinion angle. If the angle is off, remove the rearward end of the lower trailing arms. Adjust the driver's side arm and reinstall. Adjust passenger arm to match bolt hole alignment and reinstall. Check pinion angle again. Repeat process until desired pinion angle is achieved.



6. Check to make sure the rear axle is laterally centered side to side in the car and the wheels are centered front to back in the wheel opening. Adjust trailing arms as needed. Always be sure pinion angle is rechecked as centering adjustments are made.

7. Reinstall coil springs and shocks.

Sway Bar Installation

1. Use the sway bar hardware to attach bar to the rear axle. Do not fully tighten at this time. See sway bar instructions for further information.

2. You **will not** be using the end links and associated hardware that come with the sway bar. Bolt the end links that come with the trailing arms to the sway bar on the inside of the bar, with the spacer between the link and the sway bar. Do not fully tighten yet. Attach the upper link brackets to the links and position with the vertical tab against the front of the frame cross member. Be sure the links are standing vertically. Mark two holes to bolt down each of the brackets, one for the horizontal hole and one for a vertical hole. Remove the bracket from the links and drill the holes with the 3/8" bit. Bolt down the brackets, then bolt the links to the brackets.





7. Be sure all bolts are tight.

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