



Steering, Brake & Suspension Specialists

#7887RTCA-UB - Installation Instructions

For 1978-87 GM G-Body Dual-Adjustable Upper Trailing Arm Kit

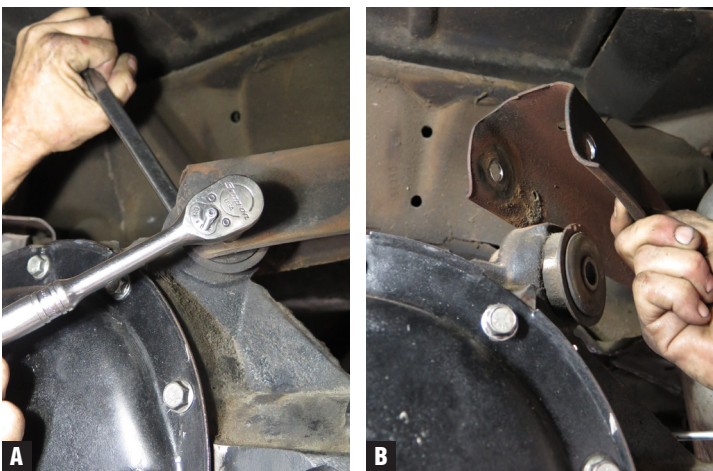


Notes: The kit is supplied with 1/2-13 SAE mounting hardware to accommodate the new bushing ID; it requires that the frame be drilled out to 1/2". The rear end poly bushings should be disassembled before being installed into the housing to avoid damaging the shell, bushing, or both. A specialized tool, such as a ball joint installer/remover, which CPP also offers (#BJT 4-in-1 Ball Joint Service Set), will help ease the removal of the stock bushings.

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

Instructions:

1. Securely elevate vehicle on jack stands (using a floor jack, provide support for rear end at the differential as well), allowing enough room to work safely. Do one trailing arm at a time to minimize rear end movement.
2. Remove rear shocks and sway bar (if applicable); lower rear end to provide access to upper trailing arm mounts.



3. Unbolt and remove stock upper trailing arm. (Fig. A-B)



4. Initially set length on CPP adjustable trailing arms based on the eye-to-eye length of stock arms. (Fig. C)



5. Enlarge hole in forward chassis mount to 1/2" to accommodate the SAE bolts replacing stock metric bolts. (Fig. D)

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6. Remove stock trailing arm bushing from the rear end housing; use recommended ball joint tool if hard to press out; avoid damaging the housing. (Fig. E)



8. Install new CPP upper trailing arm; grease zerk fitting on Johnny joint facing down. Torque to 119lb/ft for 1/2"; 70lb/ft for OE 12mm. Repeat process on opposite side. (Fig. G-H)



7. When installing new CPP bushings, it's best to remove the poly bushing from the shell; grease and install shell first, followed by bushing and then the inner sleeve. The process can be done with bushing assembled, but it is much more difficult and there is a high probability of severely damaging the bushing. (Fig. F)



9. Before reinstalling shocks, rotate rear end up and down to ensure it moves freely with no bind.

10. Install shocks and sway bar. (Fig. I)

11. Set vehicle on the ground; verify and adjust (if necessary) pinion angle. Basically, you want the centerline of the rear end's pinion parallel (not traveling in same line) to that of the transmission yoke/engine's crankshaft.

12. Before road-testing vehicle, make sure all hardware is properly tightened. When testing, if any vibration is encountered, readjust pinion (during acceleration, it is likely set too high; during deceleration, set too low).

GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10 lb/ft	1/4"	grade 8	14 lb/ft
5/16"	grade 5	19 lb/ft	5/16"	grade 8	29 lb/ft
3/8"	grade 5	33 lb/ft	3/8"	grade 8	47 lb/ft
7/16"	grade 5	54 lb/ft	7/16"	grade 8	78 lb/ft
1/2"	grade 5	78 lb/ft	1/2"	grade 8	119 lb/ft
9/16"	grade 5	114 lb/ft	9/16"	grade 8	169 lb/ft
5/8"	grade 5	154 lb/ft	5/8"	grade 8	230 lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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