



INSTALLATION INSTRUCTIONS

1301 / 1302 / 1305 / 1306

THANK YOU FOR CHOOSING HOTCHKIS [PERFORMANCE PRODUCTS](#)

Removal of Stock Lower Trailing Arms

- 1) Place car on level surface.
- 2) Support rear of the car on jack stands and remove the rear wheels.
- 3) Remove the rear sway bar. (if car is equipped-not required on Camaro/Firebird)
- 4) 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 jack stands.

KEEP THE FLOOR JACK UNDER THE 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 BECOME MUCH MORE DIFFICULT.

- 5) Start with either lower trailing arm and remove the rear bolt.
- 6) Then remove the front trailing arm bolt using a socket with an extension-place the socket through the outer hole in the frame to loosen the nut (Does not apply to F body). **Caution** – be careful not to drop the bolt into the frame – if you do then remove the bolt through the large hole on the underside of the frame.
- 7) Remove the unbolted trailing arm.
- 8) Clean the frame at the trailing arm pivot area with a wire brush.

Installation of HP Lower Trailing Arms

Hotchkis performance trailing arms are fully assembled, greased and ready to install.

- 1) Apply a thin layer of chassis grease to faces of bushings before installation.
- 2) Install HP trailing arms with the grease fittings facing down and the sway bar mounting holes toward the **rear** of the car.
- 3) Install the new trailing arm by locating the front bolt first.
- 4) Place one drop of blue **Loctite** on clean threads and torque the nut to 70 ft./lbs.
- 5) The trailing arm should then pivot smoothly on the chassis.
- 6) Install the rear bolt.
- 7) Place one drop of blue **Loctite** on clean threads and torque nut to 70 ft./lbs.
- 8) Install the rear sway bar using the stock or supplied bolts. (7/16" on early models-10mm late models 78 on) (1305 trailing arms have supplied hardware) **Does not apply to F body.**

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1501 DOUBLE ADJUSTABLE PANHARD BAR 82-02 CHEVROLET/PONTIAC F-BODY

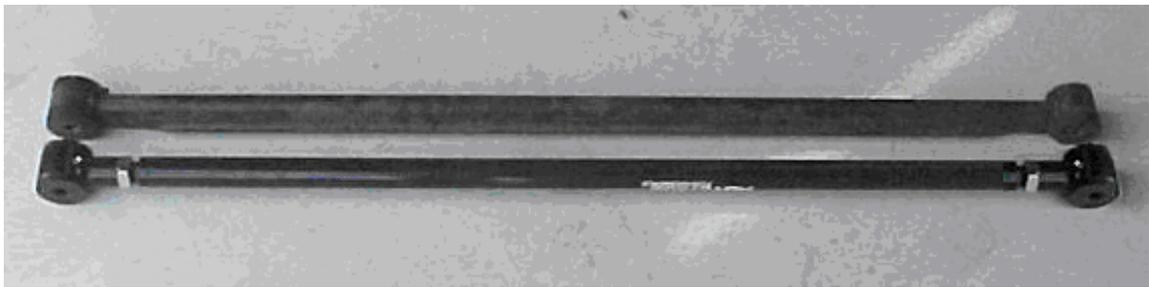


INSTALLATION OF HOTCHKIS PERFORMANCE ADJUSTABLE PANHARD BAR

- 1) Jack up the rear of the vehicle and use jack stands to support the sub-frame.
- 2) Place the jack under the differential to raise or lower the axle as necessary. You will need to do this so that the axle sits at ride height in the vehicle. **USE CAUTION!** Do not take the vehicle weight off the jack stands.
- 3) Remove the bolts at each end of the stock panhard bar and remove the bar. Retain and clean the stock hardware for later use!



- 4) Place the stock panhard bar on a flat, level surface, next to the Hotchkis panhard bar. Match the length between the bushing centers on the stock bar to the Hotchkis bar. If the lengths are uneven, then loosen the jam nut on the Hotchkis bar and rotate the head of the bar to adjust. Make sure you keep the exposed threads the same on both sides of the panhard bar.

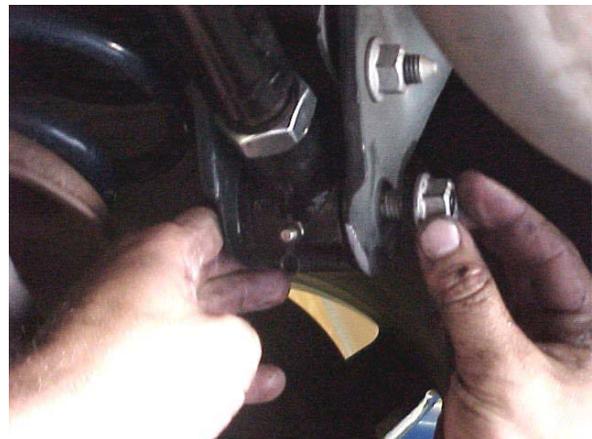
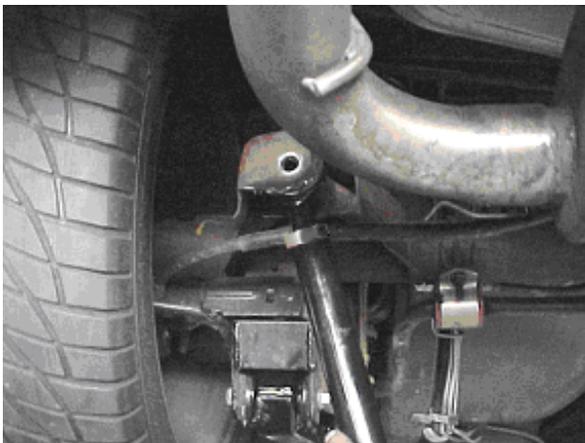


With all adjustments to the bar complete loosely tighten the jam nuts by hand to keep the heads from spinning when installing the bar.

- 5) Use the grease provided in the kit to apply a thick coat of grease to the sides of the panhard rod bushings to prevent squeaking after installing.



- 6) Install the Hotchkis panhard rod back into the mounting points the stock bar used. Make certain that the grease fittings on the bar point towards the ground (if the head isn't facing the opposite direction of the non-adjustable end), as this will make it easier to grease the bar after installation. Install the fixed end of the bar first. Re-use the stock hardware to attach the bar, and loosely tighten it by hand.



- 7) Once the bar is in the correct position, secure the brake line to the panhard rod with a zip-tie or similar device. Apply one drop of *Loctite* to the threads that hold the panhard rod to the car and axle (the threads should be clean), and tighten all of the attaching hardware. Torque the attaching hardware to 50ft./lbs.



Once you have centered your axle using a tape measure, use a wrench to tighten the jam nuts against the panhard rod to keep it from rotating. Cover the zerk fittings using the caps provided. Remove the jack stands and lower the vehicle to finish the install.

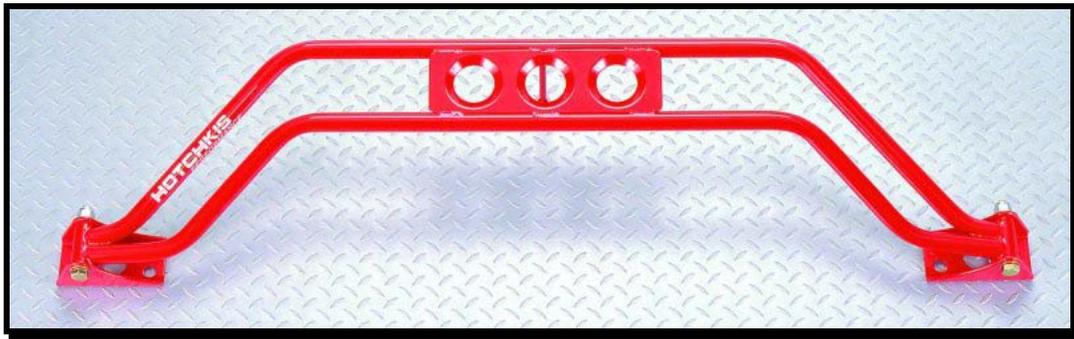
IMPORTANT: Torque the jam nut before use. Re-torque the jam nut after the first use! Check all hardware after driving five miles.

To avoid bushing squeak, use the zerk fittings and grease gun to lube the bushings. The bushings will typically need to be lubed only once a year, but you can also consider lubing them with every oil change for good measure. ***Use only NON-LITHIUM based grease*** for lubrication as lithium base grease can wash out with water.

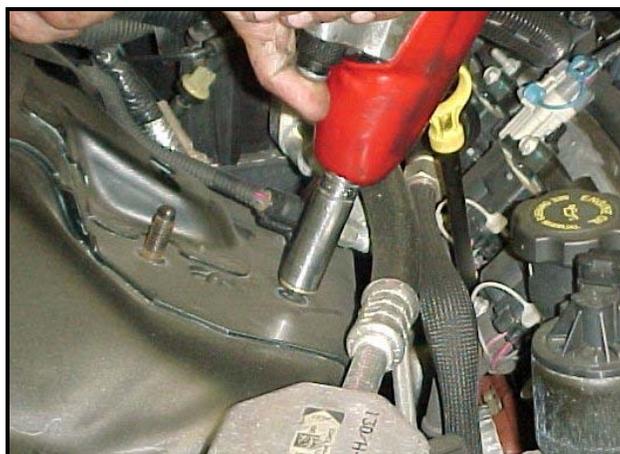


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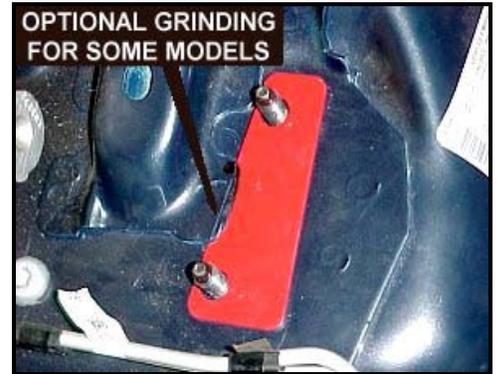
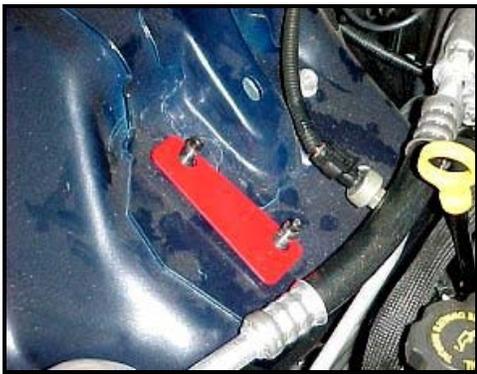
2006 SHOCK TOWER BRACE **93-UP F-BODY CAMARO/FIREBIRD**



- 1) Look at the way the shock tower brace is assembled in the box. This is how the brace will be assembled in the vehicle. This installation will be performed entirely in the engine compartment of the vehicle.
- 2) Use a 5/8" wrench and socket to remove the brackets from the shock tower brace.
- 3) Take a 15mm wrench or deep socket and remove the front two upper shock assembly nuts, on each side, from the shock towers. DO NOT touch the rear nut. You only need to remove the front two nuts.

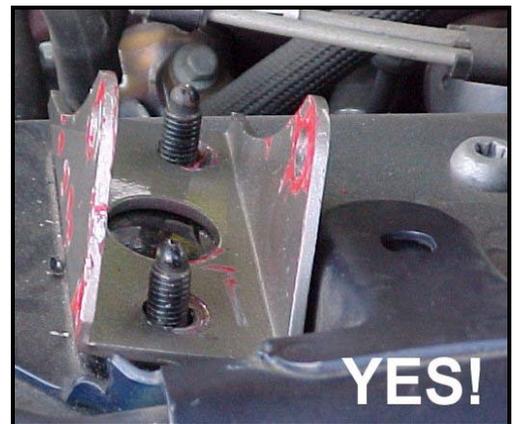
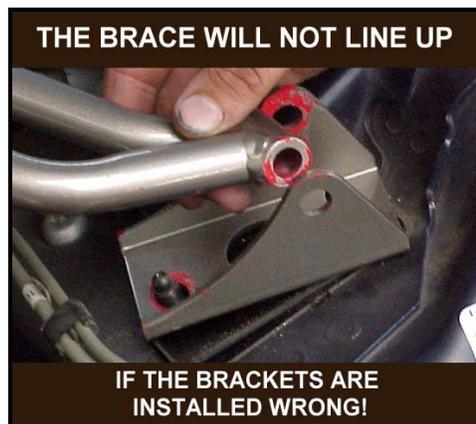
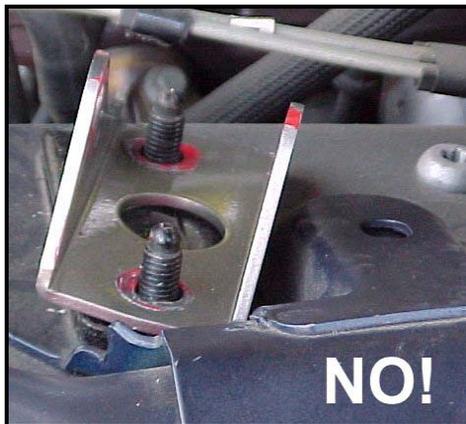


- 4) Take out the spacer plates and set each one over the top of the shock tower studs. These spacers are necessary to allow the brace mounting brackets to sit flat on the shock tower brace.



NOTE: On some later vehicles, you may have to grind a small recess to fit the space.

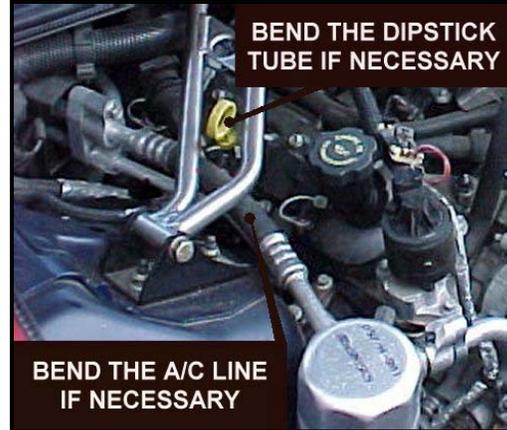
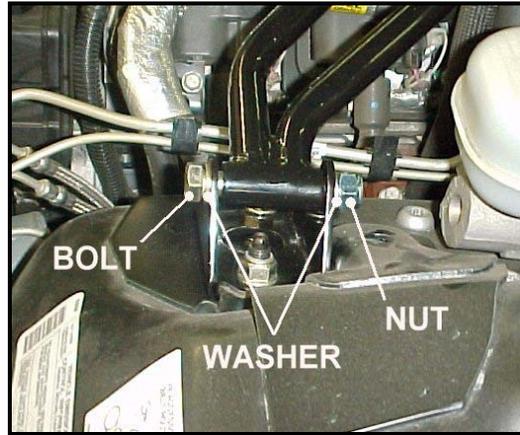
- 5) Put the brackets over the shock tower studs, and install the original nuts. Make sure you have the bracket in the correct orientation. The brackets should be almost parallel with the firewall of the vehicle.



These photos were taken of the left side (driver's) of the vehicle.



- 6) DO NOT fully tighten the nuts at this stage. Loosely tighten them to secure the brackets. Install the shock tower brace in the brackets. Make sure the offset side of the brace goes back under the windshield. On SS Camaros, this will go behind the air box. Leave the hardware loose at this stage.



NOTE: You may find that the transmission dipstick will come close or contact the brace. This can be bent slightly to clear the brace. The A/C line may also interfere with the positioning of the mounting bracket. If this is the case, then *gently* bend the aluminum part of the A/C line towards the engine until the bracket fits.

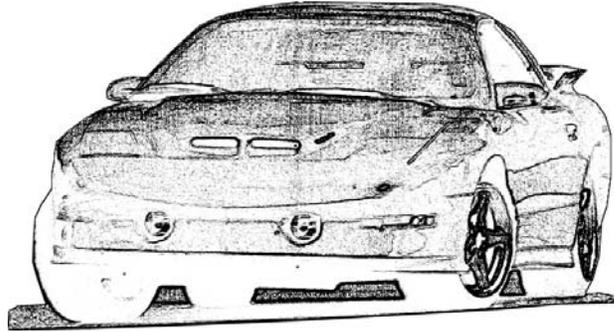
- 7) With the bolts through the ends of the brace you may now use a 15mm wrench to tighten the shock tower nuts on the brackets. Make sure you tighten the shock tower nuts first. Then tighten the brace to bracket bolts to roughly 40 ft/lbs of torque using a 5/8" socket and wrench.



- 8) Re-check the hardware and you're done installing the Hotchkis shock tower brace!



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93+ F-Body Front Sway Bar Installation Front Bar Installation

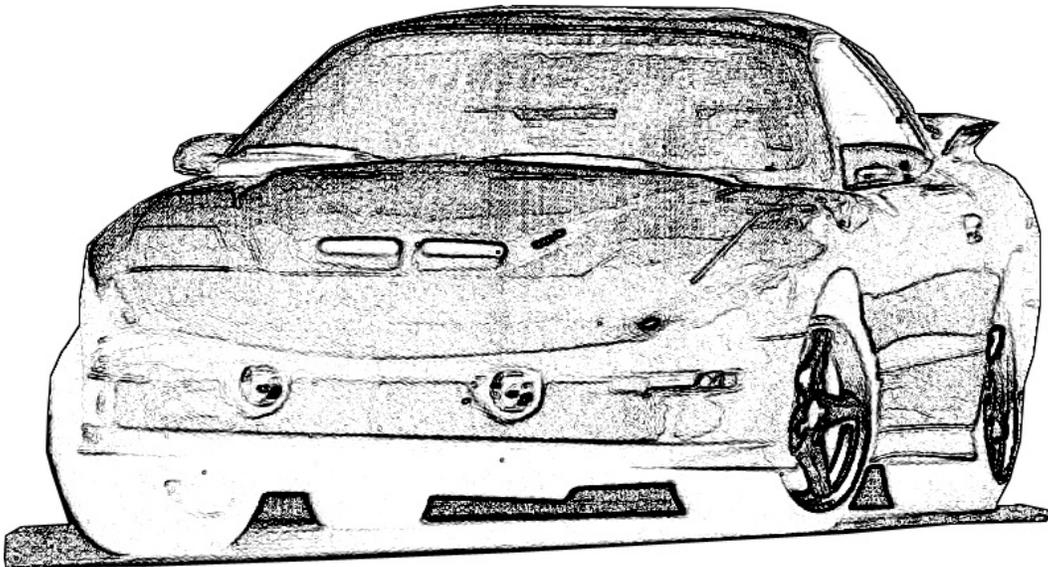
1. Look carefully at the current installation.
2. This installation can be performed without removing the front wheels . Always use proper safety devices such as jack stands or lift jacks to properly support the vehicle.
3. Loosen front bushing retaining bolts, leave a few threads engaged to support the bar.
4. Remove the factory end link from the car.
5. Support or hold the center of bar and carefully remove front bushing bolts.
6. Remove factory bar from vehicle, taking note of the placement of the swaybar bushings.
7. Using the included white silicone grease, grease the inside of the urethane 1 7/16" in sway bar bushings. (The silicone grease can be cleaned up with WD40.)
8. Install the urethane bushings on the bar. Make sure you position the bushing so when the bar is installed in the vehicle, the split will face the front of the car.
9. Place the bushing's bracket over top the bushing.
10. Install the new swaybar into the car using the original bolts on the new bushings. Just start a few threads to support the bar, don't finish tightening these yet.
11. Install the new endlinks (*part# 98128G*) using a ratchet and wrench.
12. Tighten end link nut to the point where the end link bushing's diameter is just larger than it's support washer.
13. Push the bar as far forward as possible and finish tightening the front bushing bolts



Rear Bar Installation

1. Look at the current sway bar installation.
2. Support the vehicle by the frame with lift jacks or jack stands, allowing the suspension to be unsupported.
3. Remove the sway bar endlinks.
4. Remove the four bolts holding the sway bar to the axle U-Bolts.
5. Remove the factory sway bar and U-bolts from the vehicle.
6. Using the included white silicone grease, grease the inside of the urethane 1" in sway bar bushings. (The silicone grease can be cleaned up with WD40.)
7. Install the urethane bushings on the bar. Make sure you position the bushing so when the bar is installed in the vehicle, the split will face the front of the car.
8. Place the bushing's bracket over top the bushing.
9. Attach the swaybar to the axle using the new Hotchkis U-bolts and brackets.
Note: The new brackets may have only one side of the bracket engaged on the axle tab. Do not fully tighten the axle U-bolts at this point.
10. Insert the new endlinks (part # 98125) through the bar and the frame bracket.
Tighten till the bushings are squeezed to a larger diameter than their support washer.
11. Tighten the U-bolts.
12. Double check that all fasteners are tightened.

Your installation is finished. Enjoy your new sway bars!



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#4002 SUBFRAME CONNECTORS 1993-2002 CAMARO/FIREBIRD

Please read instructions completely before starting installation. Hotchkis Performance subframe connectors are weld-in units and may require modification of the exhaust system. This installation should be performed by a welding professional only! They can not be installed on convertibles.

- 1) Support car securely on jack stands or hoist. Leave area under doors clear for placement of subframe connectors. Begin on the passenger side.
- 2) Attach the rear of the connector to the trailing arm mount using existing hardware, and then lift until the front contacts the floor of the car. Use a marker to show where the front of the connector contacts the floor. With connector held in place, mark the trailing arm mount around the outside of the connector flange and as far as possible along the bottom of the flange.
- 3) Remove the connector and grind the areas marked on the car for welding. **Be sure to grind through all protective plating.** Grind powder coating off of the subframe connectors in areas to be welded.
- 4) Put the subframe connector in place and tighten the trailing arm bolt to a snug fit. Tack weld the connector in several places at each end. Remove the rear control arm and completely weld in the subframe connectors. When the area has cooled, paint welds and any bare metal.
- 5) Install control arm and torque to 70 ft./lbs.
- 6) Proceed to driver's side. Repeat steps 2 through 5. To correctly position front of connector, remove the plastic clip holding hard lines to the floor bracing. Leaving the black plastic fuel lines in place, pull the hard lines down far enough to slide the front mount of the connector between the hard lines and the floor brace. **Be sure to protect all lines during welding.**
- 7) Drill a hole in the floor brace to reposition the plastic clip for the hard lines. When all weld areas have cooled paint welds and any bare metal.