Steering, Brake & Suspension Specialists

#7387TAC - Trailing Arm Conversion Instructions

for 1973-87 Chevrolet (Short Bed)Truck

Parts List:

1 ea	Trac Bar	1 ea	Right Upper Spring Mount
1 ea	Trac Bar Bracket	1 ea	Shock Crossmember
1 ea	Left Upper Spring Mount	2 ea	Lower Shock Mount

Recommended Upgrades:

CPP recommends using tubular trailing arms #6372TTA.
CPP recommends using new rear drop springs; 3"-5" drop #RCS603-3, #RCS603-4, #RCS603-5.
CPP recommends using new coil spring retaining hardware #RCR-K.

Notes:

This kit is designed to work with short wheel base trucks.
This kit is designed to work with trucks lowered up to 7".
This kit will not work with a 2 piece drive shaft.
Some welding to the rear axle will be required.

Instructions:

1. Disconnect the rear portion of the parking brake cables from the forward section parking brake cables.

2. Disconnect the rear brake hose from the hard line on the chassis. Plug the hard line on the chassis to prevent excess fluid loss. Temporarily remove the bracket that holds the rear hard line from the frame. This bracket will be reinstalled later.

3. Remove the drive shaft. Set it aside; it will be reinstalled later.

4. Remove the rear shocks.

5. Remove the U-bolts that attach the axle to the leaf springs and remove the rear axle assembly from the truck.

6. If you are going to reuse the axle assembly, you will need to remove the spring perches and shock mounts from the axle tubes. You will need to clean or strip the axle tubes to bare steel. New brackets will be welded to the axle tubes later.

7. Remove the leaf spring assemblies from the chassis.

8. Remove the leaf spring and shock mounting brackets from the chassis.

9. Remove the bump stop mounting brackets from the chassis.

10. Start with the passenger side upper spring mounting bracket. This is the longer of the two spring mounts with a mounting point for the track bar. Position the bracket against the side of the frame. The C-notch section of the new bracket will be located directly over the original location for the bump stop mounting bracket. Use the new bracket as a guide to mark the area of the chassis that needs to be cut in order for the C-notch to be installed.

11. Cut the portion of the frame that was marked for the C-notch.

12. Clamp the passenger side bracket against the frame in its final position. Use the bracket as a guide and drill the frame for the remaining bolt holes.

13. Bolt the passenger side bracket to the frame. The bracket that holds the rear brake hose will be bolted above the bottom lip of the frame through the two rear most holes on the new frame bracket.

14. After the passenger side bracket is bolted securely the frame. Repeat the steps to locate, cut, and bolt the bracket to the driver side of the frame.

15. Remove the three bolts directly behind the spring mount on the mounting brackets.

16. Install the new upper shock mounting crossmember to the frame. This crossmember will bolt into the 3 bolt holes on each side of the frame that are located directly behind the upper spring mounts. The shock mounting tabs need to be toward the rear and up as shown in the illustration.

17. Clamp the trailing arm crossmember in the frame in its approximate position. The drive shaft loop portion of the crossmember will be at the bottom side of the crossmember. *Note: It may be necessary to remove the exhaust system until this install is completed.*

18. Attach the trailing arms to the crossmember.

19. Loosely attach the U-bolts, axle perches, and trailing arms to the axle. If you are going to use lowering blocks, loosely install them with the trailing arms at this time. They will be approximately 41-1/2" apart.

20. Position the axle at the new ride height.

21. Set the pinion angle. The pinion shaft should be parallel to the transmission tail shaft.

22. Center the rear axle between the frame rails.

23. Check that the axle perches are centered on the rear axle assembly. Measure from the axle flange to the perch on each side. ***Warning: Do not measure from the pinion section because the pinion is not in the center of the axle.***

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24. Tighten the U-bolts.

25. Adjust the location of the crossmember so that the axle is square to the chassis. Using the crossmember as a guide, drill the crossmember mounting holes. Bolt the crossmember in place with the new 7/16 hardware.

26. Double check that the axle perches are still centered, the pinion shaft is parallel to the transmission tail shaft, and the axle is square to the chassis. Weld the axle perches to the axle.

27. Position the lower shock mounts against the axle tubes and directly below the upper shock mounts. Tack weld the shock mounts to the axle tube. Loosely install the shocks.

28. Loosely bolt the trac bar to the axle bracket and to the frame bracket. With the axle still at the new ride height and centered between the frame rails, position the trac bar bracket against the axle tube. The trac bar bracket should be vertical. Weld the trac bar bracket to the axle.

29. Run the axle all the way up and down through its suspension travel and check that the shock brackets are not binding against the shock. If the shock makes contact with the brackets, relocate them to a new position. Once you have checked that the shocks do not bind throughout the entire range of suspension travel, weld the shock brackets to the axle.

30. Reconnect the parking brake cables.

31. Reinstall the drive shaft.

32. Reconnect the rear brake hose and bleed the rear brakes.

33. Tighten all of the nuts and bolts in the kit.

34. Install the rear springs.

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

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