

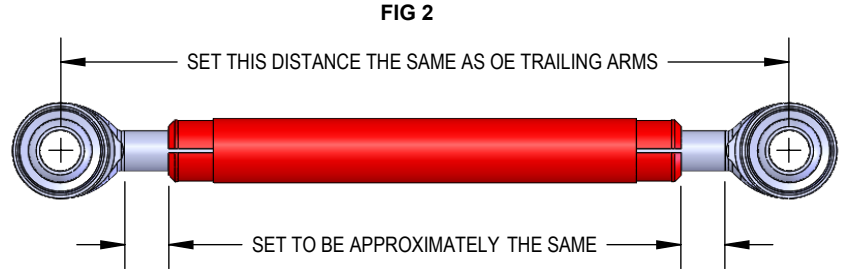
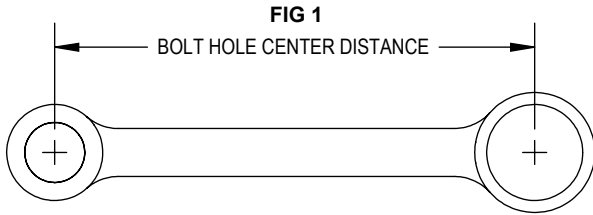
C4 Trailing Arm Installation

sheet 1 of 2

Before beginning installation you should put a small amount of anti-seize on the threads of the rod ends to help prevent corrosion over time. Simply unscrew the rod end from the trailing arm body almost all the way out so there is approximately 1-1/2" of thread showing (it is considerably easier if you do not fully unthread the rod end). Apply anti-seize to the threaded portion of the rod end such that there is a thin film all the way around it, then thread the rod end back into the body. Keep in mind that one of the rod ends is a left handed thread so it will need to be turned in the opposite direction than the other. Clean off any excess anti-seize that may have oozed out.

To begin, use the procedures outlined in your GM service manual to disassemble the OE trailing arms. Save all the mounting hardware that attach the OE trailing arms as this will be re-used with your new trailing arms.

After removing the OE trailing arms measure and record the distance between the centers of the two bolt holes of the upper trailing arms (see FIG 1). Repeat this for the lower trailing arms.



To set the correct length of your new adjustable trailing arms, unwind each rod end approximately the same amount until the distance between the centers of the two bolt holes is the same as what you measured on the OE trailing arms (see FIG 2).

For the following assembly steps refer to FIG 4 on sheet 2. Begin by assembling the frame side of the upper trailing arm. Put an OE 12 mm washer over an OE M12 hex bolt and slide the bolt through the first upper mounting bracket hole, the first frame spacer, the rod end, the second frame spacer and the second upper mounting bracket hole (see NOTES 1 & 3). Place another 12 mm washer on the end of the M12 bolt and start the M12 hex nut, do not tighten the hex nut yet, only start it a few threads.

NOTE 1: Notice that the frame side spacers have a neck on them. This neck slides into the thru hole of the rod end and reduces it to properly accept the OE 12 mm bolt. The spacers are the same so they can be used on either side of the frame side rod end.

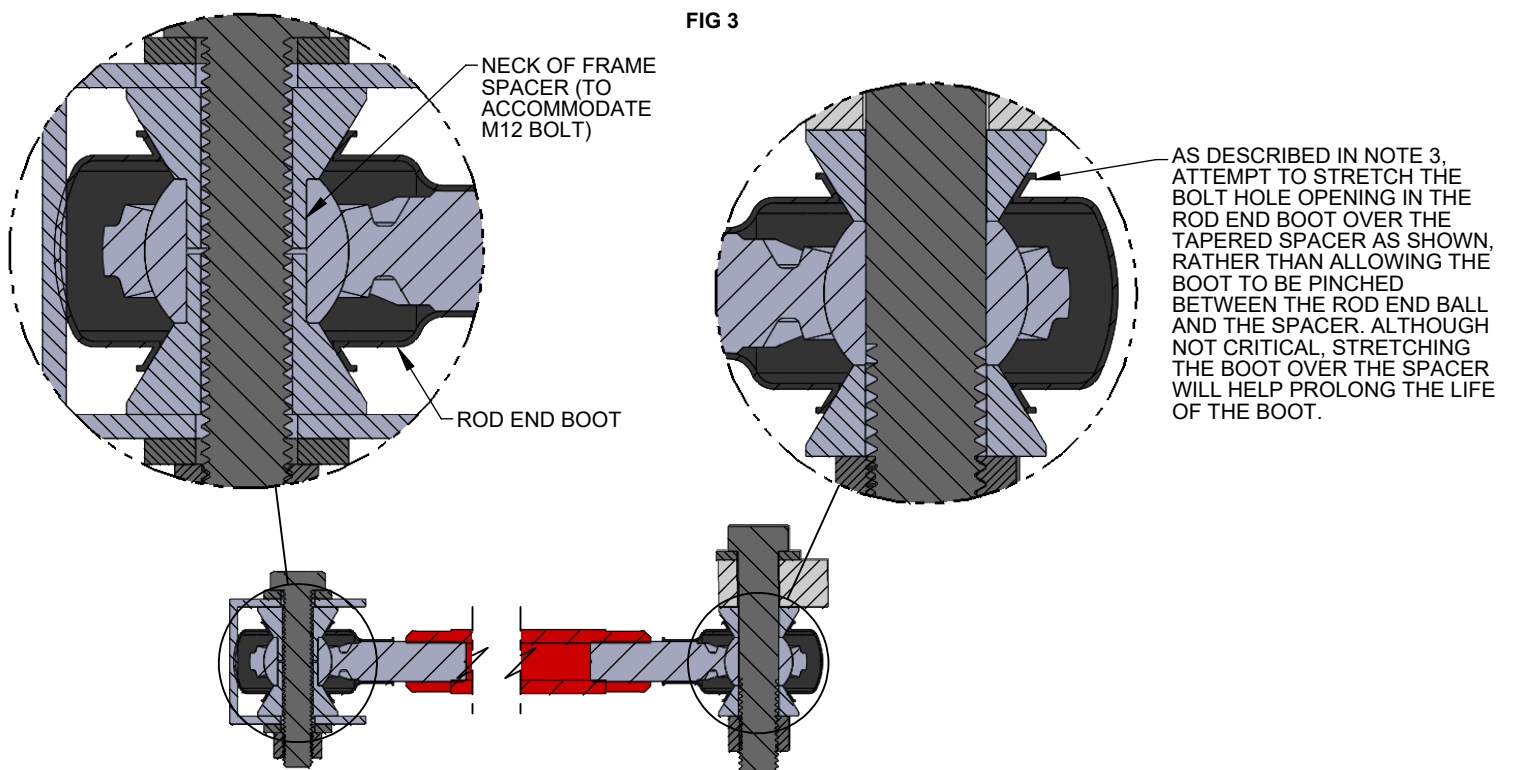
Assemble the knuckle side of the trailing arm by putting an OE 16 mm washer over an OE M16 hex bolt and slide it through the upper knuckle mounting hole, the first knuckle spacer, the rod end and then the second knuckle spacer (see NOTES 2 & 3). Using the second OE washer on the outside of the second knuckle spacer is optional.

Start the M16 hex nut on the M16 hex bolt and tighten. Go back and tighten the frame side M12 hex bolt and nut. See your GM service manual for the torque specifications of both the M12 and M16 fasteners.

Repeat this procedure for all the remaining trailing arms.

NOTE 2: Notice that the knuckle side spacers do not have a neck as they are designed to accept the OE bolt, as is the rod end.

NOTE 3: It is recommended that you place the spacers such that the bolt hole openings of the boots stretch over the outside of the spacer (see FIG 3).

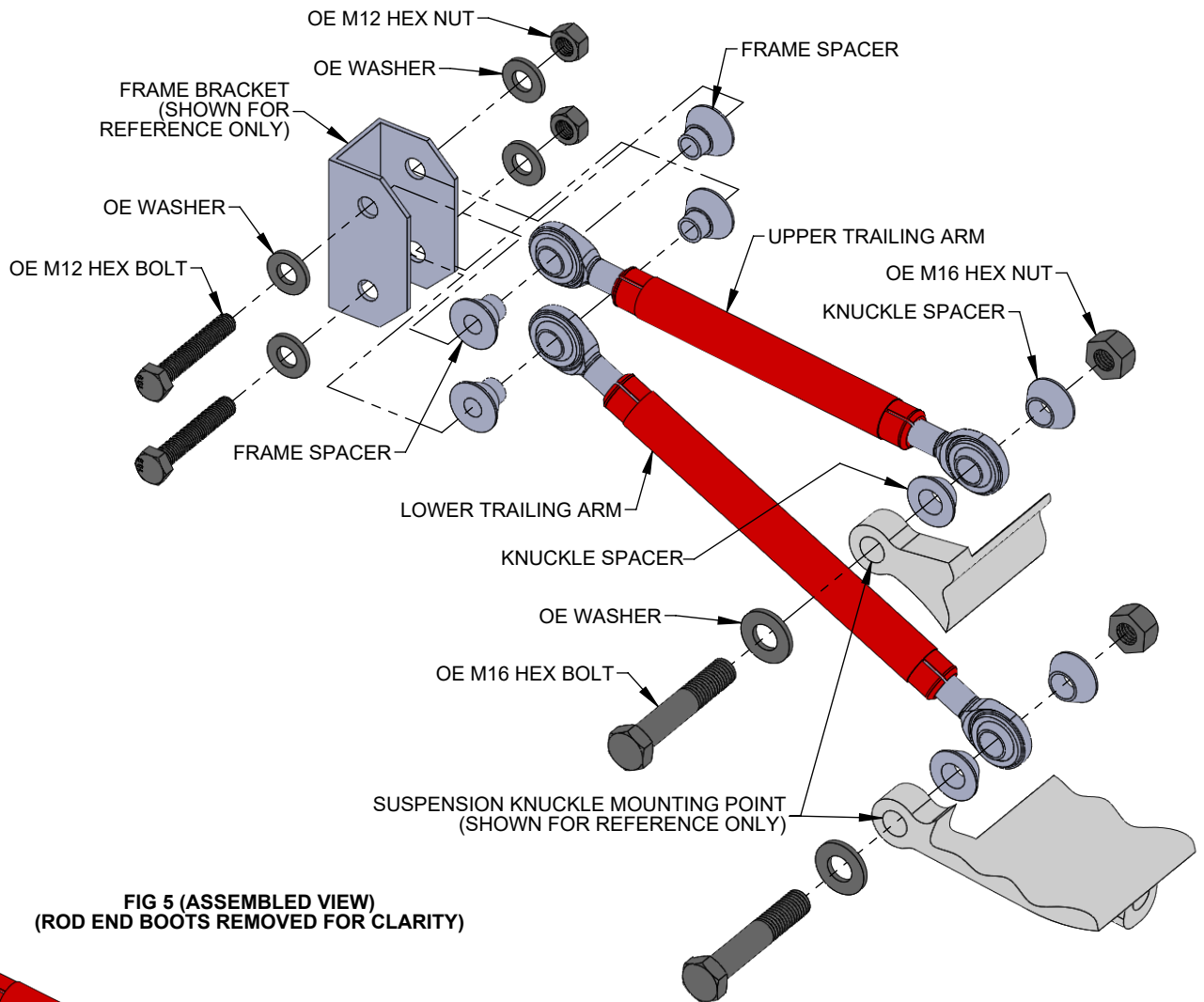


DISCLAIMER: Banski MotorSports LLC assumes no responsibility for any failure, based on the the advice provided in this document. It is provided as a guide to assist in installation only. The user is fully responsible for the safe and proper installation of the Trailing Arms.

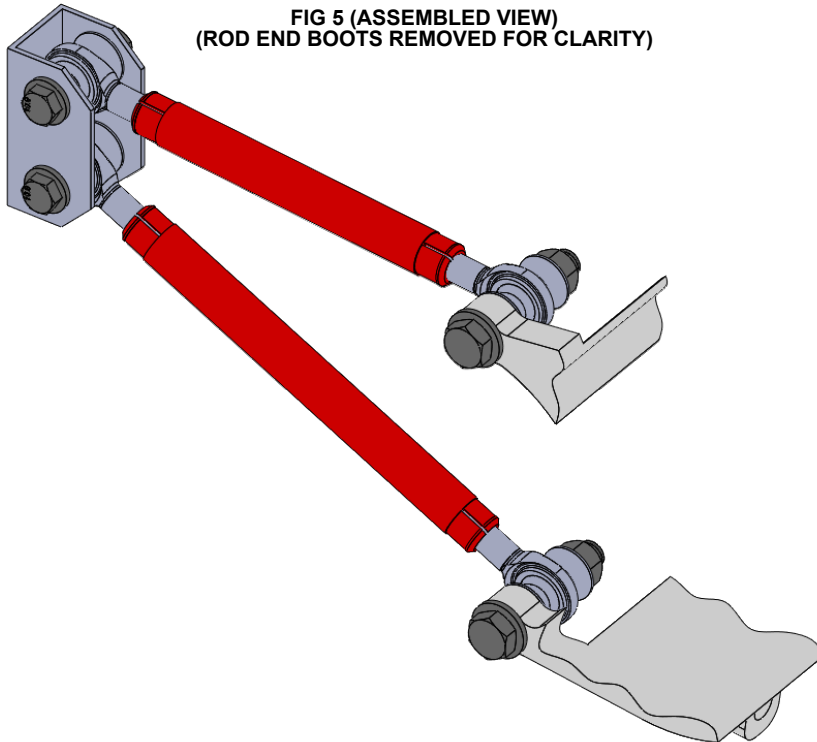
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FIG 4 (ROD END BOOTS REMOVED FOR CLARITY)



**FIG 5 (ASSEMBLED VIEW)
(ROD END BOOTS REMOVED FOR CLARITY)**



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