

T-Arm Removal & Installation Instructions

Tools Needed for the Job

- Vice Grips
- Large Flat Head Screwdriver
- Pry Bar
- Heavy Hammer
- Center Punch
- Parking Brake Screw Driver (PT# PB-36)
- Needle Nose Pliers (11" PT# NN-01)
- Spindle Flange Nut – Socket 1 1/16"
- Torque Wrench
- Dial Indicator
- Rubber Mallet

When putting a Corvette on jack stands or on a lift you should always pop the hood, release the top locks (if you have them) and pop the doors. This will help relieve stress on the fiberglass.

Removal

- 1) Once your car is safely on jack stands or a lift, remove the rear tires.
- 2) Take a set of vise grips and crimp the rubber brake line on the side you are working on.
- 3) Remove the steel brake line that is on the back side of the caliper at the caliper and where the rubber and hard line meet along with the clips.
- 4) Remove the caliper.
- 5) If you plan on keeping your original rotors and don't have a dial indicator, this is the perfect time to mark your rotor and spindle. It's best to use a punch so you can see your marks after the parts are cleaned. This will help with rotor run-out later.
- 6) Next, you will move to the lower shock mount and remove both nuts.
- 7) You can take a long screwdriver and pry the lower part of the shock off of the mount.
- 8) You will have to drive the lower shock mount out. The heavier the hammer the better. Be careful not to mushroom the threads. We recommend a shock mount remover (Prt # SM-01). The old shock mounts will not be re-used in the kit, however, if you ever want to convert back to stock, you will be able to re-use these later on.
- 9) Disconnect the half shaft, both inboard and outboard. By removing the whole shaft from the car it will make the work a little easier.
- 10) Now you can loosen the front t-arm pivot bolt nut.
- 11) Try to remove the alignment shims. You should try to use a pry bar or large flat head screwdriver to work them out. If you cannot get the shims out or if your pivot bolt is frozen, you will need to use a sawzall to cut through the shims and bolt in order to remove the t-arm from the car. (It's a good idea to remove the rotor for the extra weight. When the arm is about to become free, be careful that it doesn't fall on you.)

Converting to new arm

If you have a bench vice, this will make your job go easier. Place the legs of the bearing support in the vice and tighten it down to hold the t-arm in securely.

Now that the arm is out of the car, here are your next steps to convert it over to the new t-arm.

- 1) If you have not removed the rotor, now you have to. Your rotor may be riveted to the spindle if it has never been replaced. If the rivets are in place, you will need to drill the rivets out.
 - a) Take a center punch and center punch the center of each rivet. There are a total of 5 per rotor.
 - b) Use a small 1/8" drill bit and drill approx 1/8" deep.
 - c) Use a large 1/2" drill bit and this will spin the head of the rivet off.
 - d) After the head of the rivet is removed, you can use your punch and push the rivet all the way through the spindle.
- 2) Remove your parking brake hardware. There are a total of 4 springs all together. 1 on the top, 1 on the bottom and 1 on the right and left side.
 - a) You should use a flat head screw driver and remove the upper spring 1st.
 - b) When the upper spring is removed, use your flat head screwdriver and pry the parking brake shoe from under the spindle and you will see the side spring. This spring will have a dish on top of it. You will need a pair of needle nose pliers to remove the spring from the pin holding it by turning the dish or the pin.
 - c) Repeat for the other shoe.
- 3) Now the parking brakes should be removed. 1 pin should have fallen out which is OK. There are 4 nuts that should now be visible. Remove those 4 nuts.
- 4) You will have to remove the spindle nut, washer and flange.
- 5) Remove the t-arm from the bearing assembly. You can take a block of wood and a heavy hammer and hit the t-arm below the bump stop (flat part of t-arm) and along the outside of the shield. You may also need to punch the old studs out that hold the t-arm to the bearing assembly to make it easier. Leave the bearing assembly in the vice for your next steps.
- 6) Install 4 T-Arm studs in each of the t-arms and slide the arm into place. Make sure the studs are fully seated. The studs may not be perfectly straight to slide into the bearing support. You can use the rubber mallet to straighten them out.
- 7) After the studs are through, install the bearing assembly and secure it w/3/8" lock washers and nuts.
- 8) Install the parking brake shoes and hardware (reverse above steps).
- 9) Install spindle flange and nut. Torque nut to 100ft.lbs. If the cotter pin does not line up, go tighter.
- 10) Install the rotor w/all the lug nuts on. Line up your markings on the rotor and spindle and do your rotor run-out with a dial indicator. Rotor run-out should be no more than .004.
- 11) Remove the rotor. It makes the assembly 20 lbs lighter and easier to install.
- 12) Install the trailing arm using new bolts or your old ones.
- 13) Install the parking brake cable.
- 14) Install the caliper and hard line and flex.

Note:

- **If you are using Van Steel offset trailing arms for any other use besides the intended design for a steel leaf spring or composite spring, this WILL void any warranty.**
- The parking brake cable will have a sharp “S” bend to it. That is normal. The aftermarket cable with a black casing is recommended. The casing is easier to bend.
- When installing the caliper hard line, you may have to pull it toward the front of the car to get it lined up into the bracket where it will mate to the flex line. Install the hard line into the caliper first and adjust accordingly.
- If you are using our Johnny Joint T-Arms, additional shims are required.

VAN STEEL

WWW.VANSTEEL.COM

12285 West St. Clearwater FL 33762 Ph. 727.561.9199 Fax 727.561.7933