



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

Before anything is done, be sure that your side yokes are with spec.

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 pops 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 both rubber brake lines.
- 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 on the outboard side.
- 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.)

*****IF YOU HAVE A 1963-64 CORVETTE AND YOU ARE CONVERTING TO REAR DISC BRAKES, PLEASE STOP TO READ*****

You **MUST** cut the rear bump stop tabs flush with the side of the frame rail and relocate the rubber bumper inboard. Failure to do so will result in parts failing. On compression the bump stop will hit the caliper and can cause the caliper mounting bracket to brake.

*****Note** that we also have parking brake lines made specifically for 1963 cars. 64-66 cars can use a 1967-82 rear parking brake cable.

Installation of T-Arm

- 1) You should start by putting anti-seize on trailing arm pivot bolt and insert the bolt through the inner frame rail. Just get it in a 1/4" or so. Using long needle nose pliers will help out. We recommend 11" needle nose pliers.
- 2) Place the t-arm into the frame pocket and push the t-arm bolt through. You will have to shimmy the arm around to make the bolt go all the way through.
- 3) Bolt your half shafts up.
- 4) Install the strut rods. (Don't forget the inboard reducing washers if you removed or replaced the strut rods.)
- 5) Install the shock mounts and shocks.
- 6) Install parking brake cable.
- 7) Install the caliper with the hard line
- 8) Connect the rubber flex line and the caliper hard line.
- 9) Install the rear spring. Do not torque the center plate bolts until the car is on the ground and the full weight of the car is on the spring.
 - a. 63-77 Steel Spring Torque Spec – 70 ft/lbs or Yield
 - b. 78-79 Steel Spring Torque Spec – 60 ft/lbs or Yield
 - c. 63-82 Composite Spring Torque Spec – 40-45 ft/lbs or Yield
 - i. Yield = Center plate flexing
- 10) Bleed brake system.
- 11) Lower car and install rear sway bar end links.
- 12) Car **MUST** be aligned.

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.