



**Application:** 1963-1982

**Part Includes**

- 2 - Pivot Bolts
- 2 - Castle Nuts
- 2 - Long Cotter Pins
- 2 - Short Cotter Pins
- 4 - Washers, Flat
- 4 - Washers, Lock
- 1 - Shim Set

## Stainless Steel Trailing Arm Alignment Kit



**Tools Needed**



**STEP 1.**

Secure car on jack stands. Remove rear wheels. Place another set of jack stands under the wheel hubs.

**STEP 2.**

Remove the cotter pin and castle nut on pivot bolt. Remove cotter pin that retains trailing arm "toe in" shims in frame if one is present. Remove shims from the frame. It may be necessary to first remove the pivot bolt (in the next step) in order to remove the rusty shims. Note the thickness of the shims on each side of the trailing arm for reference in step 5.

**STEP 3.**

Remove the trailing arm pivot bolt from frame. **NOTE:** If changing bushings in trailing arms, Mid America's part numbers are 603-057 (urethane) and 602-664 (rubber).

**STEP 4.**

Insert kit's new front pivot bolt to retain trailing arm in position.

**STEP 5.**

Install new toe-in shims between the trailing arm bushing and the frame, in the same thickness pattern as those that were removed. After correct shim stack is selected, install the 4" long cotter pin with the loop outboard. Some early Corvettes may not be drilled for this pin. You may need to drill your frame.

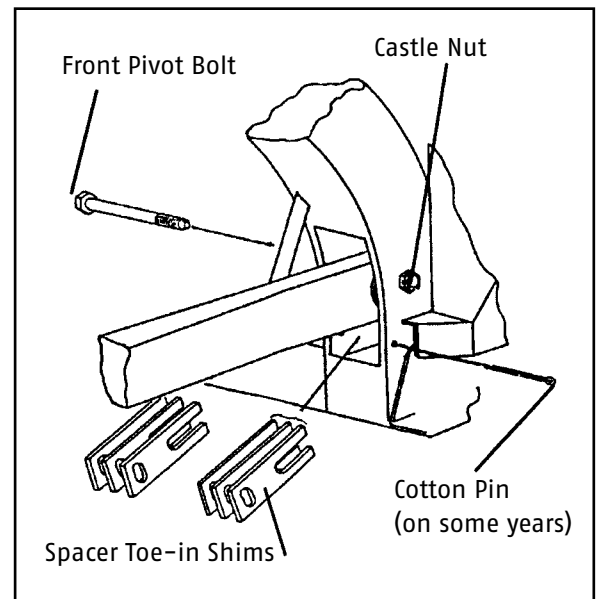
**STEP 6.**

Install castle nut onto pivot bolt. Torque nut to 50 ft/lbs. Do not install the cotter pin (Item #3) into the castle nut at this time. Wait until the car is realigned.

**STEP 7.**

Do the other side of the car. Install the rear wheels and place the car on the ground. Now would be a good time to replace the other rear suspension parts. Please check Mid America's Catalog or call one of our Sales Representatives for more details.

**NOTE:** An alignment is recommended after installment of any suspension parts.



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