

737009 MOSER 9" REPLACEMENT TORQUE ARM KIT

Parts List:

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| (1) 737000TA (Torque Arm) | (1) 737000B9F (Rear Bracket) |
| (1) 737000UB (Urethane Bushing) | (1) 7651400XX (Adjuster w/Jam Nut) |
| (2) 73416JNR (3/4"x16 NF Jam Nuts) | (2) 73416SRE (3/4" x 3/4" Solid Rod Ends) |
| (2) 737570XX (3/4" x 16 NF Nylon-lock Nuts) | (2) 718365XX (3/4" x 16 NF x 2 1/2" Bolts) |



1. The vehicle must be supported by the chassis structure as close to the suspension mounting points as possible. Support the vehicle near the forward lower control arm pockets in the rear and the suspension mounting points in the front. This must be done on a hard level surface.



2. The rear springs must be removed the vehicle to keep the housing from rotating during the installation of the replacement torque arm. Support the rear axle assembly during the installation process.



3. Remove the sway bar end links. A little bit of penetrating oil on the threads during disassembly will help.



4. Remove the lower rear shock mount nuts.



5. Lower the rear axle assembly just enough to remove the rear coil springs from their pockets. Make sure not to damage the rear brake hose or hoses during this process. On some applications it may be necessary to disconnect the rear brake hose from the vehicle. Be very careful during the removal of the rear springs, they're under an extreme amount of compression! Once the rear axle assembly has been lowered enough to remove the springs, slide them from their pockets.



6. The forward torque arm mount is a 2 piece clamshell design with rubber inserts riveted to the clamshell mount. The outer half of the clamshell mount must be removed to remove the torque arm from the vehicle.



7. Remove the two thru-bolts that attach the rear part of the torque arm to the axle housing. Remove the torque arm from the vehicle.



8. The factory rubber bushings need to be removed from the clamshell mount. A new poly bushing will take their place during the installation process. Center punch the rivet heads and drill through the rivets to remove the rubber from the clamshells.

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9. Start with the installation of the jam nuts on the pinion angle adjuster and the solid rod ends. The jam nuts thread on to 7/8". The jam nut on the adjuster is LH thread, the jam nuts on the solid rod ends as RH thread.



10. Start with the installation of the pinion angle adjuster into the lower tube adapter. Use an anti seize lubricant or heavy grease to prevent the threads from galling during this process. Thread the adjuster in the adapter until the jam nut just touches the adapter. Repeat this process with the solid rod ends. Do not tighten the jam nuts at this time, this will be done when the pinion angle is set.



11. Attach the torque arm adapter to the rod ends using the supplied 3/4" hardware. The nylon lock nuts need to be on the driveshaft side of the bracket to prevent them from rubbing on the driveshaft tunnel.



12. using the supplied hardware, attach the torque arm adapter to the rear axle assembly. Make sure you allow adequate clearance from the pinion yoke to the torque arm adapter bracket. **Note;** when attaching the torque arm adapter to a Moser Engineering 12 bolt axle assembly it is imperative that you use a thread locker on the attaching hardware. Proper preparation of the housing and associated hardware is an absolute necessity to insure



13. Apply a light coat of silicone grease to the front of the torque arm. This will allow the tube to slide freely through the bushing during the suspension travel. Slide the urethane bushing over the end of the torque arm making sure that it is properly oriented to the clamshell mount. Install the outer portion of the clamshell mount. It may be necessary to jack the rear axle assembly up into the car to allow proper alignment of the bushing to the mount due to the increased durometer of the mount. Once the mount and hardware is installed, carefully lower the axle housing enough to install the coil springs. Remember not to damage the rear brake hose!



14. Insert the coil springs into their respective pockets making sure that the tops of the springs are properly indexed to the rubber isolators. Carefully jack the rear axle assembly up into the vehicle just enough to install the nuts on the lower shock mounts. Install the sway bar end links. **Note;** if it was determined that the rear brake hose needed to be disconnected to make this installation, reconnect it at this time. It will be necessary to bleed the brakes as well.



15. At this time the pinion angle needs to be set. To do this the weight of the vehicle needs to be on the rear suspension. This can be accomplished by moving the rear jack stands under the rear axle housing. Keep the vehicle as level as possible during this procedure.

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