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**TRAILING ARM "MORIELLI TR" INSTALLATION INSTRUCTION**

**OEM REAR TRAILING ARM REMOVAL:**

1. REMOVE THE REAR DECK FLANGED HEAD BOLTS & LIFT THE REAR DECK AS MUCH AS POSSIBLE OUT OF THE WAY (FIG. 1-4). PLACE A SMALL CARDBOARD BOX (OR SIM.) BETWEEN THE VEHICLE CHASSIS & THE DECK TO KEEP IT ELEVATED.
2. REMOVE LEFT & RIGHT ROCKER PANELS.
3. REMOVE THE REAR DIFFUSER.
4. REMOVE THE REAR SPLASH GUARD.
5. REMOVE REAR LEFT & RIGHT GRILLES. UNPLUG THE TAILLIGHTS.
6. SECURE VEHICLE'S FRONT WHEELS BY USING WHEEL CHOCKS & LIFT THE REAR OF THE VEHICLE.
7. REMOVE THE REAR WHEEL.
8. REMOVE THE REAR WHEEL HUB. SECURE IT (MAKE SURE IT'S NOT HANGING BY BRAKE LINES OR ABS SENSOR WIRES).
9. REMOVE M16 LOCK NUTS & PULL OUT M16x110mm YELLOW HEX BOLTS ON BOTH SIDES OF THE VEHICLE'S REAR TRAILING ARM.
10. SECURE REAR OF THE TRAILING ARM BY PLACING VEHICLE JACK STAND UNDER IT (PROTECT FINISH). REMOVE REAR SHOCK ABSORBER'S BOTTOM M12 SOCKET HEAD CAP BOLT.
11. REMOVE THE REAR TRAILING ARM.

**KDS REAR TRAILING ARM INSTALLATION:**

1. REMOVE 2 PART OEM RUBBER BUSHINGS AND STEEL SLEEVES FROM OEM TRAILING ARM. CLEAN THEM BEFORE REUSING.
2. APPLY A SMALL AMOUNT OF GREASE (PROVIDED IN THE KIT) TO THE OUTER SURFACE #1 OF THE RUBBER BUSHINGS FOR SMOOTH INSTALLATION (FIG. 6)
3. INSTALL 2 PART RUBBER BUSHINGS INTO MAIN MOUNTING HOLES OF THE KDS TRAILING ARM.
4. APPLY GREASE TO THE INNER SURFACE #3 OF THE RUBBER BUSHINGS & TO THE OUTER SURFACE #4 OF THE STEEL SLEEVES (FIG. 6). INSTALL THE STEEL SLEEVES. APPLY A SMALL AMOUNT OF GREASE TO THE BUSHING'S OUTER FLANGE SURFACE #2 (FIG. 6).
5. PUSH KDS REAR TRAILING ARM INTO POSITION (ALUMINUM BUMPERS FACING UP) & SLIDE M16x110mm YELLOW BOLTS THROUGH (A SMALL AMOUNT OF GREASE CAN BE APPLIED TO THE UNTHREADED ROD OF THE BOLT FOR SMOOTHER INSTALLATION).
6. TORQUE M16 NYLON LOCK NUTS TO 103 ft-lbs.
7. REINSTALL THE REAR SHOCK ABSORBER'S M12 SOCKET HEAD CAP BOLT & LOCK NUT.
8. TORQUE M12 LOCK NUT TO 50 ft-lbs.

8. REINSTALL THE REAR WHEEL HUB (MAKE SURE THAT BRAKE LINES AND ABS WIRES ROUTED SAME WAY AS ON THE OEM TRAILING ARM. USE A SMALL AMOUNT OF THE RED THREADLOCKER (PROVIDED IN THE KIT). TORQUE THE BOLTS TO 85ft-lbs. SECURE BRAKE LINES & WIRES BY CABLE CLAMP LOCATED ON THE UNDERSIDE OF THE TRAILING ARM.

9. PEEL THE PROTECTIVE PAPER FROM THE REFLECTIVE TAPE (PROVIDED IN THE KIT) & APPLY TO THE PASSENGER SURFACE OF THE HITCH ARM CENTERED WITH THE REAR WHEEL (FIG. 5).

#### **WIRING INSTALLATION:**

**DISCONNECT THE NEGATIVE CABLE FROM BATTERY TERMINAL & SECURE IT BEFORE INSTALLING CUSTOM WIRING HARNESS.**

**MAKE SURE 10amp FUSE IS INSTALLED AFTER ALL THE OTHER STEPS ARE COMPLETED.**

1. APPLY DOUBLE SIDED TAPE (PROVIDED IN THE KIT) TO THE CONVERTER (CLEAN SURFACE WITH ALCOHOL BEFORE APPLYING). ATTACHE THE CONVERTER TO THE VEHICLE CHASSIS IN THE BOTTOM DRIVER SIDE AREA BEHIND THE SPLASH GUARD (MAKE SURE IT WON'T INTERFERE WITH THE SPLASH GUARD AFTER INSTALLATION).
2. ROUT THE CUSTOM WIRING HARNESS LINE END WITH YELLOW & BROWN WIRES TO THE DRIVER SIDE. PLUG IT BETWEEN DRIVER SIDE TAILLIGHT & OEM WIRING CONNECTORS. MAKE SURE THE CONNECTORS ARE FULLY INSERTED WITH LOCKING TABS IN PLACE.
3. ROUT THE CUSTOM WIRING LINE END WITH GREEN WIRE TO THE PASSENGER SIDE. PLUG IT BETWEEN PASSENGER SIDE TAILLIGHT & OEM WIRING CONNECTORS. MAKE SURE THE CONNECTORS ARE FULLY INSERTED WITH LOCKING TABS IN PLACE.
4. ROUT THE WHITE WIRE (NEGATIVE /GROUND) THROUGH VEHICLE CHASSIS (SIMILAR PATH AS EXISTING VEHICLE WIRING) & CONNECT TO THE GROUND MOUNTING POINT LOCATED BY THE TRAILING ARM MOUNTING POINT ON THE DRIVER SIDE BEHIND THE ROCKER PANEL.
5. ROUT THE RED (POSITIVE) WIRE TO THE BATTERY POSITIVE (+) TERMINAL & SECURE IT WITH EXISTING TERMINAL CLAMP'S 10mm NUT.
6. **TEST IT.** PLUG IN TRAILER CONNECTOR IN TO THE NEW TRAILING ARM WIRING 4 PIN CONNECTOR & TEST ALL THE TRAILER LIGHT FUNCTIONS.
7. AFTER COMPLETING THE TESTS SECURE ALL LOOSE WIRES BEHIND SPASH GUARD & REINSTALL ALL THE BODY PANELS IN REVERSE ORDER. LEAVE A SMALL SLACK IN THE WIRE BETWEEN THE CONVERTER & 4 PIN CONNECTOR LOCKATED ON THE UNDERSIDE OF THE TRAILING ARM TO ALLOW PROPER OPERATION.
8. REINSTALL THE ROCKER PANELS & DOUBLE CHEK CLEARENCES, SOME TRIMMING MAY BE REQUIRED TO AVOIDE INTERFERENCE BETWEEN THE NEW TRAILING ARM AND THE OEM ROCKER PANELS.

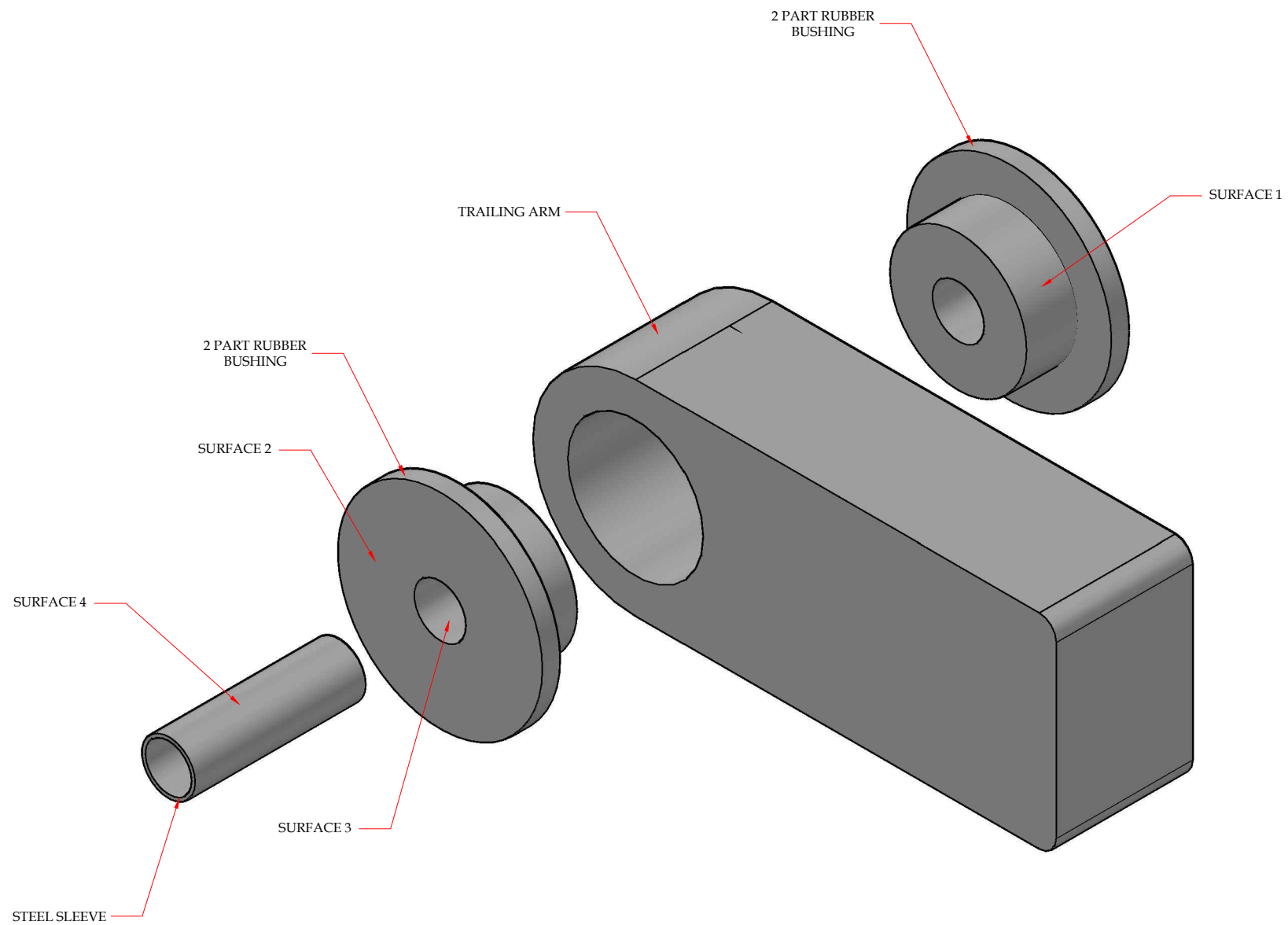


FIG.6

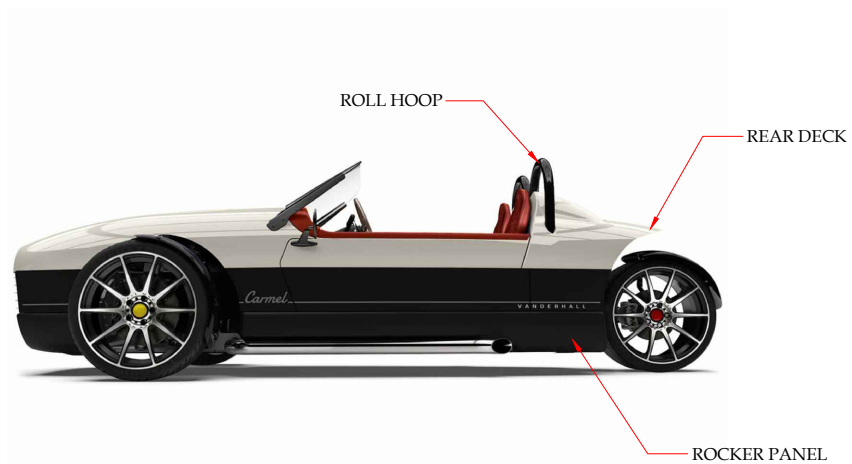


FIG.1



FIG.2

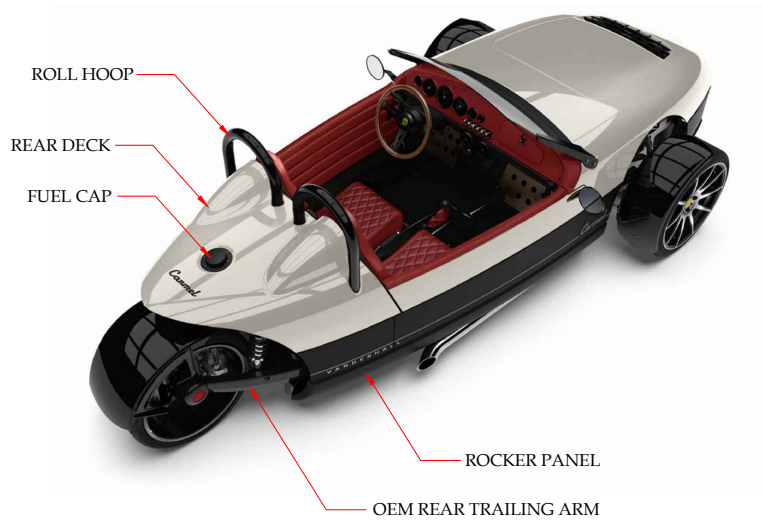


FIG.3

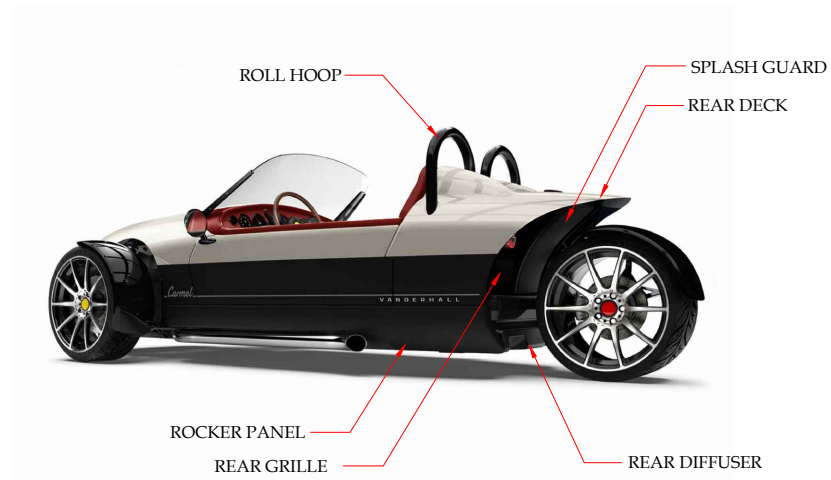


FIG.4

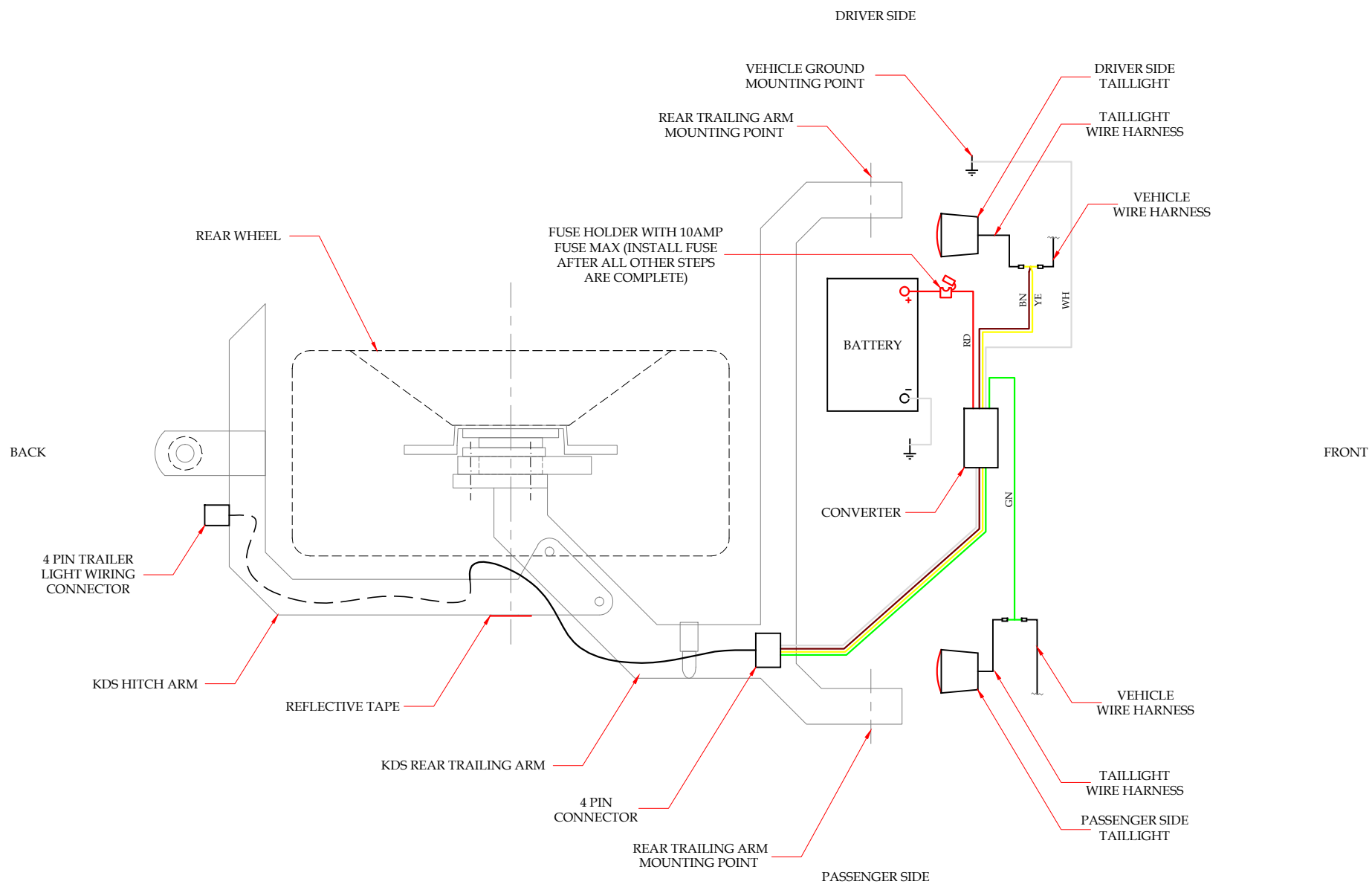


FIG.5

WIRING DIAGRAM