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1001 EPCO DRIVE • DANDRIDGE, TN 37725

1963-1972 C-10 TRAILING ARM KIT



The kit includes everything seen here, and there are only a few upgrades or mods available.

Complete Kit \$1,445.00

1 pair trailing arms LH/RH, with poly lined Monster balls.

Pinion angle corrected

1 pair front adjustable trailing arm mounts. Anti-squat corrected

1 pair upper coil-over mounts. LH/RH

1 Low-Roll adjustable panhard rod kit

1 pair 7" travel coil-over shocks

1 pair 14" springs - 225 lb base rate.

3 hardware packs. Trailing arms, Panhard rod, coil-over

The standard kit will include Viking double adjustable shocks and 14" 225 lb springs.

Step 1. Get dirty and noisy. You need to remove the OE front trailing arm mounts. There are six rivets in each. Drill, cut, burn.... however you like. I like to use a scarfing tip on a torch, but most will find it fairly easy to center punch the rivet, first drill all the way though with a 1/4" bit, then use a 7/16" or 1/2" bit to cut the head off. Once the bracket is off, grind the rivet shanks smooth and punch them out. The new front mounts bolt into the same holes. We provide two extra holes that you can drill and bolt in as well. All hardware is provided.



The new trailing arms go in next. The trailing arms are adjustable in length. This adjustment is used to set the wheelbase and to square the axle in the chassis. In the long run you may drop the arms a few times to get it perfect. No big deal, it's like carb jetting, with really big parts. The arms bolt in just like stock with new hardware provided up front. Use anti-seize on the threads, and the OE U-bolts for mounting the axle.



SET APPROX 1" OF THREAD EXPOSED ON THE ADJUSTER

USE ANTI-SIEZE ON THE THREADS

Next up comes the upper coil-over mount. Once again, it's time to cut rivets. On the side of the frame, just in front of the OE coil spring mount there are three rivets. You need to remove the rear two. Same as before, but again, be careful not to damage the rivet holes, as you will use them again.

Once the two rivets are out, drill out the two holes to 3/8". Then bolt the coil-over bracket in place with the supplied hardware in these two holes.





Now it's drill time. Use a 3/8" drill to drill out the rear hole for mounting the coil-over bracket. Then use a 5/8" bit to drill through the frame for the upper coil-over mount bolt. Put the third mount bolt in place.

TIP: For the 5/8" hole, start with a 5/8" bit, using the bracket as a guide to center the drill. Stop after about 20 seconds. You should have the beginning of a hole started, in the center. Switch to a 1/4" bit and drill out a pilot hole, using the center from the 5/8" bit. Then go back to the 5/8" bit and open the hole up. This is much easier than fighting with the 5/8" bit all the way though.

***** Note the position of the gusset on the mounting bracket. It is to the rear of the truck. There are 'left' and 'right' hand brackets. *****

More rivets. - But these are the last ones. Remove the OE panhard mount bracket. Please take note that some of the rivets are also holding the frame and the crossmember together. You can A) drill them out to 3/8" and use the hardware provided to bolt them back together. B) Weld the crossmember - Yes, we said it is a full bolt in kit, but some of you will ask. So, if you can weld (really weld) and you are tired of drilling, yes, you can weld it. C) Leave a portion of the rivet in place to hold the crossmember. I wouldn't recommend this, but, I'm not your mom. But really, go back to option A. The new mount doesn't use any of these holes.



The new Panhard mount uses this hole to locate it. Chase it with the 3/8" drill bit and bolt the new bracket in place. There are two mounting rails for the panhard rod on the inside of the bracket. They should be at 90 degrees to the frame rail flats. Or, if the truck is level front to back, these mount rails should be straight up and down. Notice that the bracket fits the frame profile nicely when it is in it's proper location.





There is only one hole left to drill. This is for the panhard bracket brace. To get the roll center low, really low, compared to a stock or modified C10, the mounting brackets have to drop down pretty far.

Even though the new Low Roll mount is made from 1/4" steel, it would bend in an instant if not supported. The support rod is 1" in diameter and uses 1/2" heim ends. They are both RH thread. Simply assemble the bar with 3/8" of thread exposed on the rod ends, and bolt it into the new Low Roll bracket. The other end will bolt to the bottom of the crossmember. Use the brace rod to locate and drill the 1/2" hole. Bolt in the brace rod.



Now you can bolt in the new panhard rod. This has a RH and a LH rod end. The hex end of the bar has RH threads. This makes adjustment easier without needing to unbolt the bar to adjust the rear axle center. To start with try the center hole on the Chassis side and the top hole on the trailing arm side. Once the bed is back on you can set the bar. The goal is to try to keep it a level as possible for neutral handling.



Now you can prep the shocks. Bearing mounted coil-overs often need the bearings installed. You will need some snap ring pliers and Loctite. (red or blue is OK) Install one snap ring, then coat the bearing outer surface with Loctite. I like to coat the bearings and let them sit a while. 10 minutes is good. Slide the bearing in place and put in the second snap ring. Install the other bearings the same way.



Next, go get some anti-seize. Not grease or oil , go get some anti-seize. Coat the top 3" or so of the shock threads. You can clean up the excess later, but doing this will make ride height adjustments a LOT easier. Then assemble the springs and adjusters onto the shocks.



This kit drops a stock truck 3"-4". If you want to go lower, we suggest using a lowering block, 1" or 2" for additional drop.