

# Factory Works Trailing arm conversion for Optima Mid 2022 Rerelease

## -Stock wheelbase-

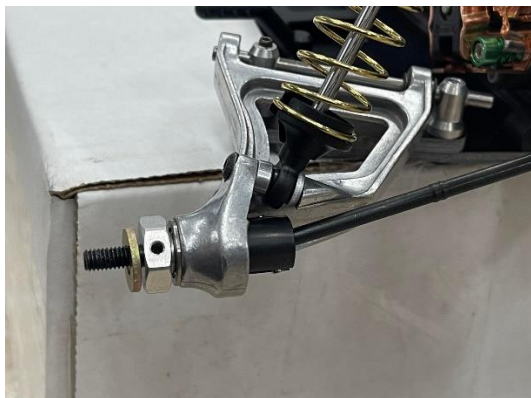
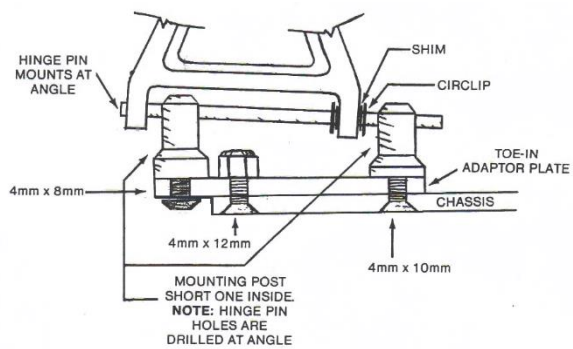
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Requires: Optima Mid 2022 (this kit is backwards compatible with the original mid)

Recommended: 5mm-6mm wheel hexes for rear (for wheel clearance. A washer is included for light running)

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- 1) **Disassembly.** Remove the existing lower chassis. If you are careful, you can leave the steering assembled and belt guides in place. Leave the rear suspension front arm mount in place as it locks the belt guard down. The rear suspension mount plate can be removed. Remove the rear shock tower and camber link mount. Remove the rear axles and set them aside along with the 12mm drive washers and dogbones. Remove the battery holders and set aside with the screws.
- 2) **Subassembly.** Install the battery holders to the new chassis. Decide which rear toe plates you want to use, a good starting point is 3 degree. The notches on the adapters are for toe identification when viewed from the REAR. They overhang the chassis slightly when installed. Assemble the posts as shown in the picture with the shorter post to the inside and the longer to the outside. Note that the posts are drilled at an angle! Use a suspension shaft to see the angle and verify it is correct. Once installed, I like to run a long 1/8" drill bit slowly through both to ensure they are aligned and clean up any burrs. The next part will take some patience. Insert the hinge pin with the E clip slots facing the inside of the chassis. You will use two or three shims as needed and a E clip on both sides of the inner trailing arm ear. Once assembled the arm should move freely and the entire assembly can be slid in and out for the best dogbone engagement. Do not install the setscrews until you have the entire chassis assembled. Now, install the flanged bearings into the arms. It is a tight fit by design. Install your axle and 12mm drive washer. *Note: the kit supplied drive washer is a bit narrow and will allow the wheel to contact the arm. You will need to use the included washer, or you will need to purchase a set of 5mm or 6mm aftermarket drive washers. These are very common on amazon and eBay.* Install the new rear shock tower using stock screws. Install the shock mounts onto the front side of the shock tower using the provided 6mm button screws.
- 3) **Final Assembly.** Install the new chassis onto your mid. Screws fit in stock holes. If you wish, you can install the body mounts that came with your kit and are unused in the chassis holes. These will help with some aftermarket bodies, but with stock body they are unnecessary. Install your stock shock using the thick spacer and thick washer into the lower arm using the 14mm screw. Swing the trailing arms up high enough to insert the dogbone. Once in place, lower them and install the 14mm upper shock screws with the stock shock bushings into the shock mounts. With the dogbones parallel to the ground, slide the entire trailing arm as far towards the center of the chassis as you can WITHOUT the dogbone binding. You may need to slightly loosen the inner and outer trailing arm posts for the shaft to slide easily. Once everything is set correctly, install the setscrews into the inner and outer posts. Note the post on the right side inner is very close to the rere gear cover. We did not change our geometry to provide clearance as the compromise was not worth the slight bit of clearance. Go back and tighten all the trailing arm screws one last time. Install the rear wheels with the thick washer or aftermarket drive washer.



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