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Part Number TBC-58

Rear upper control arm kit for 1958 Impala

The photos show the kit on a 9 inch rear end, the same procedure applies to a stock rear end.

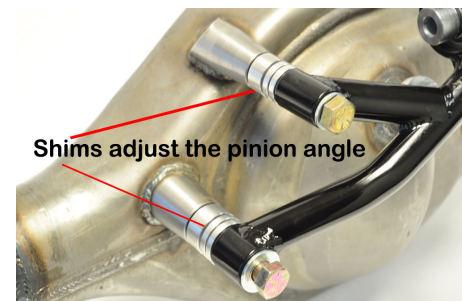
Installation will require welding.

We recommend removing the differential out of the car for installation. The kit includes the following items:

- 1 - Upper control arm with Del-a-lum bushings installed
- 1 - Differential (SPIDER BRACKET) includes spherical bearing and 2 spacers
- 2 - Tapered threaded bungs
- 2 - Tapered threaded bungs with a notch cut out
- 4 - 9/16 x 2.750 x 18 grade 8 bolts
- 4 - 9/16 x 3.500 x 18 grade 8 bolts
- 4 - 9/16 lock washers
- 2 - 12mm drilled washers to 9/16
- 2 - 1/2 x 3.000 x 20 grade 8
- 1 - 1/2 x 3.500 x 20 grade 8
- 1 - 1/2 x 20 stover nuts
- 6 - 12mm flat washers
- 8 - 1.250 od x 9/16 id x 3/16 aluminum spacers
- 2 -- 1.250 od x 9/16 id x 1/2 aluminum spacers
- 8 - 1.000 od x 9/16 id x 3/16 aluminum spacers
- 2 -- 1.000 od x 9/16 id x 1/2 aluminum spacers
- 2 - tbc-4 bearing spacers
- 1 - Spherical bearing
- 2 - 1/4 x 28 short grease fittings

For the best installation we recommend removing the rear end for the vehicle.

1. The factory bracket on the differential must be removed. This will require grinding off the mounting tabs off the back of the housing. The housing must be smooth, no signs of the factory mount.
2. The next step is to install the spider differential mount. Determine the center of the differential by measuring from the axle flange to axle flange and dividing by two. Mark the differentials center.
3. Take the spider bracket, remove all the shims

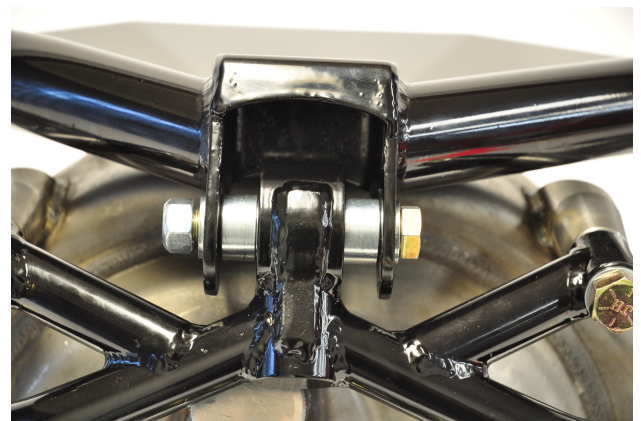


and so the bracket is up close to the back of the differential. There are 4 threaded bungs, two with notches and two without. The two with notches index on the top of the differential with the notch indexing along the edge of the housing. The other two bungs butt up against the housing. Center the bearing mounted in the spider mount on the differential. This will directly over your center mark. Make sure you have this in the center because this will locate the rear end in the center of the car. If you miss this the rear end will be offset.

4. Weld the bungs to the differential housing. We recommend Tig (Heliarc) welding, however Mig (wire feed) can also be used.



5. After welding is complete, your next step would be to remove the spider bracket and paint the area.
6. The differential is now ready to install.
7. Install the upper control arm in the frame first. You will notice there is a white thrust washer on each side of the bushing housing. Those need to be there. Each bushing requires two thrust washers. Note: (The bushings are shipped assembled and lubricated however the thrust washers can come off). Install the upper arm in the frame with the new hardware. These are the 1/2 inch bolts 3.00 inches long. Use one 12mm flat washer on each side of the bolt in the frame. Go ahead and torque the upper bolts to 70 foot pounds. The arm will still move up and down.
8. Next install the rear end into the frame, Install the lower arms on first (do not tighten the bolts).
9. Lift the rear end up into the chassis and Install the upper arm onto the spider bracket. Take the 3 1/2 inch 1/2 inch bolt with a 12mm washer on each side and slide through the assembly. Note: there are two spacers (one on each side of the bearing). It is shipped assembled. See photo below - 2 silver spacers.



10. Finish assembling the rear end. Make sure all the bolts are tightened before you lower the car including the four 9/16 bolts at the spider bracket. Those do not have to torque yet because you still have to set the pinion angle.
11. Once this is completed and the car is on the ground it is time to set the pinion angle. Pinion angle is adjusted by shimming the bolts on the spider bracket. You should have a lot of nose down pinion angle without shims. The kit comes with aluminum shims that are placed between the welded bungs and the spider bracket.
12. Measure the pinion angle and adjust accordingly.