Global West Suspension
655 S. Lincoln Ave. San Bernardino CA 92408
Toll Free 877-470-2975, Fax--909-890-0703
Website - www.globalwest.net

Part # TBC-76

Rear upper B-body adjustable trailing arms 1971-96.

The adjustable upper control arms are assembled, jam nuts are loose and the arms are not set to stock length.
The easiest way to adjust the arms to stock length is to slide two 9/16 inch bolts through the bolt holes of the stock upper arm and lay the arm on its side. Take the adjustable arm and lay it on top of the stock arm and adjust the length of the arm until both bolts line up with the holes on the factory arm. **Adjust the length of the arm by placing a wrench on the adjusting hex sleeve.** This is approximately two inches long located between the jam nuts. Rotating the adjuster will change the length of the arm. **DO NOT** adjust one end of the arm by itself! Use the adjuster. Adjusting one end only will offset the amount of threads required for holding the arm together when installed on the car.

Use stock upper bushings in the rear end; we do not advise using polyurethane.

Install the rear upper control arm with the gusset too the top of the rear end mounting ear. Torque the 9/16 inch bolt on the frame to 90 foot pounds. Torque the rear end bushing when the car weight is resting on the suspension. This will reduce wear on the rubber bushing. Tighten the bolts to 90 foot pounds. Adjust the pinion angle with the vehicle on the ground fully loaded. Adjusting the length of the arm is done simply by rotating the adjusting hex. After the pinion angle is adjusted to your specifications, tighten down the jam nuts while holding the adjusting hex from turning. Make sure the bearing housing on the frame is straight up and down when the adjuster is tight.

Normally for quick reference, we will set the pinion angle 2 to 3 degrees nose down. This is not set in stone depending on what you have done to the car.