Global West Suspension
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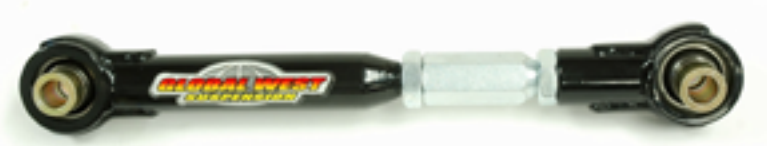
Part # TBC-95 --- 1959-64 Impala Rear upper control arm (double bearing) – Adjustable TBC-95 allows you to set pinion angle without shims or removing the arm off the car.

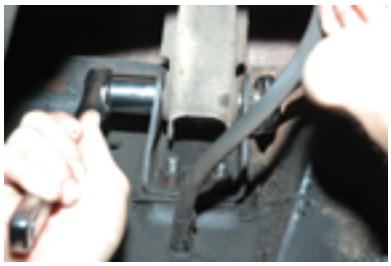


The following items are supplied in the kit:

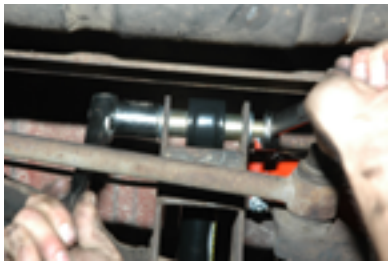
- Fully assembled upper control arm
- 2—5/8 x 4 x 18
- 4 --- 16mm flat washers
- 2 --- 5/8 lock nuts

Installation requires supporting the car on the frame and supporting the rear end.

1. After the car is supported properly, unbolt the upper control arm from the frame bracket and rear end.

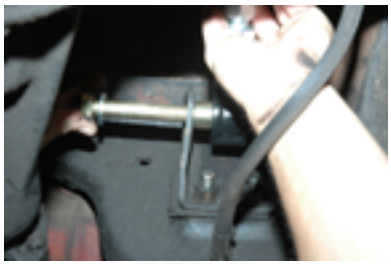


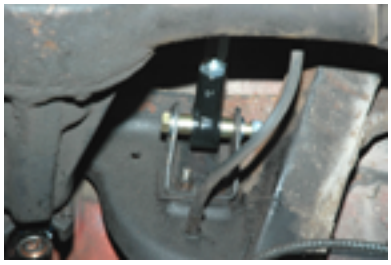
2. Install the new upper control arm with new hardware on the rear end side first. Make sure there are gold bearing spacers on each side of the spherical bearing. The factory pre-installed the spacers. Install the new bolt with a flat washer against the head of the bolt and one against the lock nut. Tighten the bolt



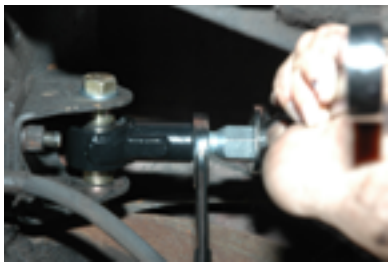
down to 80 foot-pounds.

3. Install the other side of the control arm in the frame bracket. Make sure there are gold bearing spacers on each side of the spherical bearing. The factory preinstalls the spacers. Swing the arm into position and using new hardware, install the bolt with a flat washer against the head of the bolt and one against the lock nut. Torque the bolt to 80 foot-pounds bearing. Note: The bearings used are self-lubricating. Do not lubricate them.



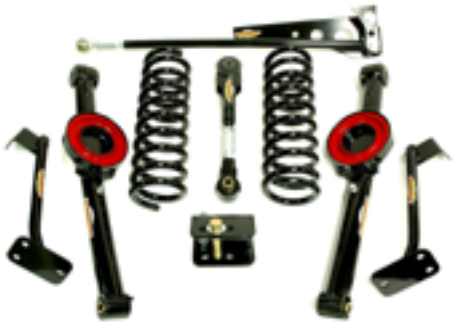


4. Check pinion angle: The pinion angle should be set with the vehicle at ride height on a drive on ramp. Measure the angle between the rear end and drive shaft. We recommend 2 to 3 degrees nose down. To adjust the angle, simply adjust the length of the upper control arm by using a one-inch wrench. Loosen the jam nuts first and then rotate the hex adjuster, by lengthening or shortening the upper arm will adjust the pinion angle. After the pinion angle is adjusted tighten the jam nuts.



Global West also makes the following additional components for 58-64 Impalas:

- Tubular front upper and lower control arms (featuring a major geometry change).
- Front and rear springs (one inch drop)
- Rear tubular lower control arms
- Rear anti-squat bracket
- Rear cross-member supports for strengthening the cross-member from tearing.
- Adjustable track bar/panhard rod.



- Adjustable track bar relocation kit
  Rear kits above