



Global West Suspension
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Part # TBF-5 instruction sheets 64-66
Mustang, 62-65 Falcon, and 62-65 Ranchero

TBF-5 uses a performance Teflon lined spherical bearing in place of a rubber bushing. The bearing does not require lubrication because of the Teflon lining. The ball joint is replaceable compared to stock control arms, which if the ball joint goes bad the entire arm must be replaced.



1. Raise and support the vehicle on the uni-body frame rails. Following a suitable service manual, remove the lower control arms.
2. Installation of the lower arm is the same as factory. The bearing used in the TBF-5 has spacers, one on each side of the arm. They are shipped pre-assembled with the spacers installed. The spacers make up the distance in the frame and step the bearing hole down to the correct bolt size.
3. Install the lower arm to the uni-body and torque the bolt to 70 foot-pounds. The bolt can be tightened to specifications with the car on jack stands.
4. The ball joint installed in the lower control arm has a gold spacer. The spacer installs on top of the spindle and acts as a spacer. See photo.
5. Install the lower arm through the spindle. Make sure the ball joint boot is on the ball joint. Once the ball joint is through the spindle install the gold spacer supplied in the kit. Next install the ball joint nut.
6. Torque the lower ball joint to 80 foot-pounds and install the cotter pin.
7. Install the factory strut rod. Note: Make sure you re-install the factory steering stop. The steering stop bolts on the top of the strut rod.
8. Install the grease fitting in the ball joint if is not already done.
9. Lubricate the lower ball joint via grease fitting.
10. Alignment may be required depending on original parts being replaced.

