Global West Suspension
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TBF-94 Instructions

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 12mm bolts through the bolt holes of the stock upper arm and lay the arm on its side. Take the adjustable arm and lay it next to 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. For racing applications you can use our bearing kit SP-56.

Install the rear upper control arms to the body first. Slide a 12mm bolt through and then slip the clevis end of the control arm over the rear end bushing. Slide a 12 mm bolt through the assembly. Tighten the 12 mm bolts to 70 foot pounds on the frame first. Torque the rear end bushing when the car weight is resting on the suspension. This will reduce wear on the rubber bushing. 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.