



655 South Lincoln Ave. San Bernardino, CA. 92408
PHONE: 877-470-2975 / FAX: 909-890-0703
www.globalwest.net

VARITRAC Part # VTC-27
ADJUSTABLE REAR ANTI SQUAT KIT
1982present CAMARO/FIREBIRD



- 4 – 12mm grade 8 bolts
- 4 – 12mm lock nuts
- 8 – 12mm washers
- 1 right lower arm bracket
- 1 left lower arm bracket
- 2 sleeves

- I. Installation will require welding the brackets to the rear end lower control arm pivot. You can use stock rear lower control arms or any standard length aftermarket arm with this kit.
- II. Raise the rear end of the car. Support the vehicle with jack stands under the rear end and body/frame (2 under the rear end and 2 under the unibody). Lower the car down onto the rear end jack stands. The other two are for safety. With the car firmly supported remove the driver side rear lower control arm bolt at the rear end. Loosen the lower control arm bolt at the body, but do not remove it. Swing the arm down.
- III. There are two brackets provided in the kit. One side of each bracket has a notch in the side plate. The notch goes to the outside of the vehicle. The notch provides clearance for the caliper dampener. Slide the correct bracket over the rear end lower control arm pivot. Line up the top holes in the new bracket with the differential lower arm bracket holes. Slip one spacer in between the bracket and then slide one 12 mm bolt through the bracket and rear end bolt hole. **NOTE: DUE TO FACTORY TOLERANCES SLIGHT GRINDING ON THE REAR END BRACKET MAY BE REQUIRED FOR PROPER FIT.**
- IV. Once the bracket is slipped into position, slide the lower control arm up into the bracket and use the lowest hole provided. Use the factory bolt to install the arm.

Place nuts on the bolts and snug them up. This will hold everything in position for welding. This procedure maintains correct pinion angle.

- V. Weld the bracket to the rear end around the outside of the box first. After outside welding is complete, remove the bolts, spacer, and swing the lower control down out of the way. Weld the bracket on the inside of the box. **YOU WILL PROBABLY HAVE TO GRIND THE WELD DOWN AT CERTAIN PLACES TO ALLOW THE REAR CONTROL ARM TO SLIDE UP AND BOLT IN ALL LOCATIONS.**
- VI. After welding is complete on both sides of the bracket, swing the lower arm up into position and bolt to 70 foot pounds. **(NOTE: WHATEVER POSITION YOU CHOOSE AFFECTS THE AMOUNT OF SQUAT. THE LOWER YOU POSITION THE CONTROL ARM THE LESS SQUAT UNDER ACCELERATION. IF YOU HAVE LOWERED THE CAR 1-1/2 INCHES OR MORE YOU WILL NEED TO INSTALL THE LOWER CONTROL ARMS IN THE BOTTOM HOLE TO IMPROVE TRACTION AND REDUCE NOSE DIVE DURING BRAKING.**
- VII. Make sure the forward bolt on the lower control is tight as well. Bolts should be torque to 70 foot pounds.
- VIII. Proceed to the other side and follow the same procedure as before.