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## Part # VTC-51 (1968-70) Impala rear anti squat bracket

**Notice- VTC-51 can be used with the stock upper control arm but you cannot use the additional lower hole provided in the bracket. The stock upper arm will hit the frame or rear end during travel.**



This kit contains the following components:

- One bracket
- 3 – 7/16 stovelock nuts fine thread
- 3 – 7/16 flat washers
- 3 – 7/16 X 1-1/4 X 20
- 1 – 5/8 x 4 x18 grade 8 bolt
- 1 – 5/8 grade 8 nut
- 2 – 5/8 washers

Installation requires simple hand tools. If you are using the stock upper control arms, you will be required to retain the shims that are located under the bracket. The shims set the pinion angle. Remember to reuse them.

If you are going to use Global West upper control arm/arms **Part # TBC-51**, the shims will no longer be required because the upper arm is adjustable.

1. First lift the vehicle up and support the frame and rear end. You must support the frame first and then lower the rear end slightly down onto the jack stands. Do not let the rear go to full drop. After the rear is supported, it is ok to remove the upper arm. Unbolt the upper control arm at the frame. There should be very little load on the bolt because of how you supported the car. If you have a lot of resistance sliding the bolt out, check and make sure the jack stands are supporting the rear end from rotating.  
Loosen the upper arm bolt on the rear end side, so the arm can swing up out of the way.

2. Remove the bracket bolts and any pinion angle shims that might be present.
3. Install the bracket to the frame. Remember if you are using the stock upper arm, reuse the pinion shims, if not and you are using a Global West upper arm Part # 50, do not use the shims. Torque the bolts to 65 foot-pounds.



3. Re-install the upper control arm. Use the new 5/8 bolt supplied in your kit. Place a flat washer on first and slide the bolt through the upper hole in the bracket. **This is the only hole you can use if you are using a stock upper control arm.** If you are using Global West's Part # TBC-51, install the arm in the lower hole. Use a 5/8 flat washer, locknut and torque to 90 foot-pounds on the frame side only. Do not torque the rear end side till the rear suspension is fully loaded. If you are using a stock upper control arm you cannot torque either side till the full weight of the car is resting on the rear end.



4. After you completed tightening down the bolts, the installation is complete. The final step will be to re-adjust the pinion angle if you are using Part # TBC-51. If you are using the stock control arm, you would reuse the shims and recheck the pinion angle.

Global West also offers for 1965-70 Impala, Biscayne, Belair, and Caprice the following:

- Springs
- Tubular front upper and lower arms
- Adjustable track bars and relocation kit
- Rear tubular lower
- Shocks
- Sway bars