



Global West Suspension
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Part # VTC-94 (1959-64 Impala rear anti squat bracket)

Notice- VTC-94 can be used with the stock upper control arm but you cannot use the additional 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 grade 8 bolts fine thread x 1-1/4
- 3 – 7/16 stovelock nuts fine thread
- 3 – 7/16 flat washers
- 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-94 or TBC-95, 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. Locate in you kit new hardware (3-7/16 bolts). The bolt head with a washer should be on the bracket side for stock upper control arms. In this case during installation Global West used shorter bolts in the picture because **Part # TBC-94** was being used. In your kit, longer bolts are furnished

so the head and washer **must** be on the bracket side. The longer bolts accommodate pinion angle shims and will be required if you use **Part # TS-84R** support brace.

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 # 94 or 95, do not use the shims. Torque the bolts to 65 foot-pounds.



4. 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 most 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 one of Global West's Part # TBC-94 or TBC-95, install the arm in the middle 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 can not torque either side till the full weight of the car is resting on the rear end.

5. After you completed tightening down the bolts, the installation is complete.

Global West also offers for you application:

- Springs
- Tubular front upper and lower arms
- Adjustable track bars
- Rear tubular lowers
- Frame supports
- Shocks