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Part # VTC-95 (1959-64 Impala rear upper arm mount and 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.

Notice: If you are adding a second upper arm to a stock GM differential using stock upper arms you can. If you are using Global West upper arms, use part number **TBC-99** for the second arm only. We recommend using TBC-99 on both sides of the differential for the main reason they look uniform. If you are using a 9 inch Ford the **TBC-99** upper arms are the only ones that will fit.

This kit contains the following components:

- One upper arm bracket
- One vtc-94 frame 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
- 2 – 5/8 x 4 x18 grade 8 bolt
- 2 – 5/8 grade 8 nut
- 4 – 5/8 washer

Installation will require welding the upper arm bracket to the differential. You will need to measure over from the stock bracket and mark the differential for the bracket position. We recommend using a 12 inch ruler rather than a tape measure.
There are a couple of ways to measure and position the new bracket on the differential for welding The first way would be to obtain a 5/8 diameter rod 16 inches long and slide it through the bolt holes of the original bracket and extend through the new bracket. The second way is to take a aluminum bar 1 inch diameter up to 2 inch diameter, cut it to 10 ½ inches long and thread the bar on each end 5/8 x 20.

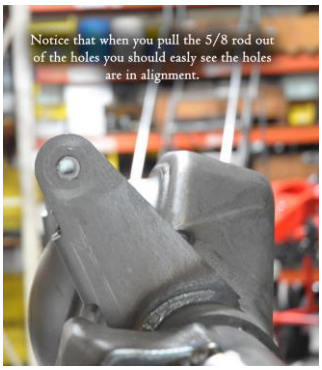
Installation using a 5/8 rod:

Step one: Use a ruler and butt it against the stock upper arm bracket up towards the top of the differential, measure over 10 ½ inches and mark the differential.

Next move the ruler a little lower and mark the differential in order to establish a line. The bracket will line up on this line.

Step Two: Using the 5/8 diameter rod slide the rod through the stock upper arm mount and through the new upper bracket. Line the bracket up against the marks on the differential and check the fit. Sometimes you may have to adjust the bracket (grind) for proper fitment. The rod going through both brackets when located properly should be parallel to the differential and perpendicular to the stock upper arm bracket. The distance from center of the axle to the center of the upper control arm mounting hole will be the same when it is positioned correctly. Once you have achieved this, tack weld the bracket and double check your measurements.

If the measurements check out, weld the bracket to the differential. When you are done welding you should be able to slide the 5/8 rod through the upper arm holes with no problem.



Installing the 2nd way

Instead of using a 5/8 rod you can use a piece of aluminum rod 10 ½ inches long from 1 ¼ up to 2 inch diameter. Thread both ends using a 5/8 x 18 right hand tap. Make the depth of the thread about 1 ¼ inches.
Install a bushing, (you could use the old bushing), it is needed for keeping the bracket from collapsing when you tighten the aluminum bar in place.

Next thread one end of the aluminum bar onto the bracket.

Take the new bracket and run a bolt through the bracket and into the other side of the aluminum bar. We install another rubber bushing in the bracket. This will set the correct distance across the rear end for the new bracket. Check to make sure the bracket fits

nice up against the differential housing. You may have to do some grinding for a good fit.
The fit should be so the aluminum bar is parallel to the axle and the same distance from centerline of the axle. A few quick measurements will verify. Once you are pleased with the position tack weld the bracket to the differential.

Notice in the photo that the aluminum bar is parallel to the top of the differential.
At this point you can weld the bracket to the differential.

Installing the extra vtc-94 bracket:

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.
If you are going to use Global West upper control arms use **TBC-99 for both sides of the stock differential and all 9 inch Ford swaps.** The shims will no longer be required because the upper arms are adjustable.

1. Adding the second upper mount will require you to measure over 10 ½ inches from the passenger side mount. The height of the bracket will be determined by measuring the passenger side mount mounting hole to the frame cross member. On the new mount the same measurement should be used going to the center hole. This will give you the correct height of the bracket. Once you have established the location mark the frame for the top hole. We recommend center punching so your drill does not walk. Drill the upper hole first to 7/16. Next bolt the bracket to the frame, re measure to make sure the bracket is straight and parallel to the passenger side and center punch the remaining two holes. Drill the remaining two holes and bolt the bracket to the frame. Torque the bolts to 55 foot-pounds.

2. 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-99 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.