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Part # TBC-7 --- Corvette rear strut rod kit --- 1963-82

The TBC-7 rear strut rod kit comes with the following:

- 2 – right hand $\frac{3}{4}$ x $\frac{3}{4}$ rod ends
- 2 – left hand $\frac{3}{4}$ x $\frac{3}{4}$ rod ends
- 4 – $\frac{1}{2}$ hole spacers
- 4 – $\frac{5}{8}$ hole spacers
- 2 – $\frac{1}{2}$ x 4 x 20 grade 8 bolts
- 2 – $\frac{1}{2}$ x 20 stove lock nuts
- 4 – 3 hole lock out plates



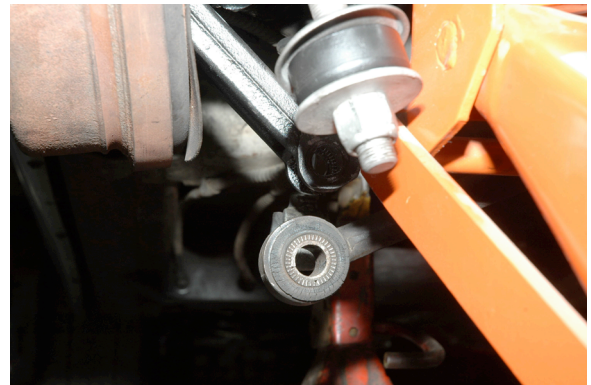
The strut rods are pre-assembled as shown in the photo.

1. Raise the rear of the car and lower the car on jack stands supported at the frame rails.

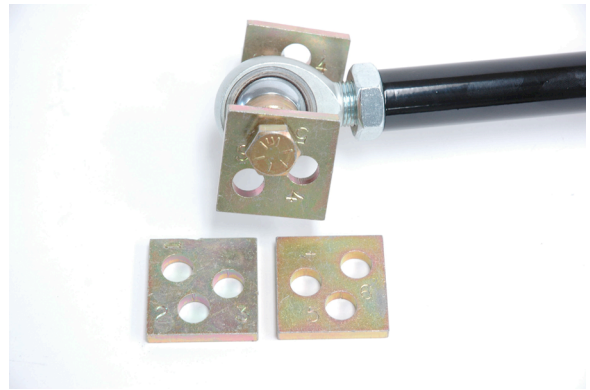
2. Once the rear end is up and secure, place a floor jack under one side of the cross leaf and raise it up to unload the rear swing arm. Note: If the rear leaf is a fiberglass leaf you can not use the floor jack directly on the leaf. Place wood between the floor jack and the leaf to protect the fiber glass leaf. No steel contact. Do not lift the leaf high enough to lift the frame off of the jack stands. You will leave the floor jack in place till you have completed installing the new kit.



3. With the floor jack supporting the leaf spring, remove the nut and strut rod pin from the hub. The strut rod will drop down. You may have to pull it down because of the tight fit.
4. Next remove the inner bolt from under the differential and drop the strut rod out and off the vehicle.



5. Installing the new strut rod kit is relatively easy. You will notice in the photo to the right that the plates are number 1 through 6. The numbers allow you to move the bolt in or out depending on what alignment and the amount of threads showing on the rod ends. For the most part use hole number 3 on both plates.



When installing the plates in the rear end bracket from the rear looking forward --- use the bottom hole about in the middle of the plate. # 3 You will be able to read it. Place the ½ inch bolt supplied in your kit through the plate. Take the strut rod (the side with the steel sleeves with ½ inch hole in them) up into the bracket. Slide the bolt through the enter assembly.



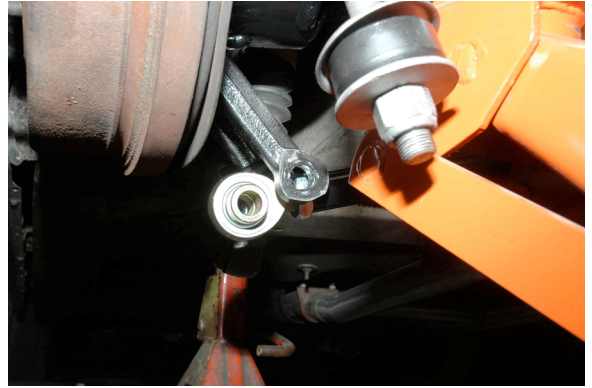
6. Next install a plate on the other side of the rear end bracket. Again in the #3 position. Install a ½ x 20 self-locking nut and torque to 70 foot pounds.





7. Next swing the strut rod up into the bearing hub. Make sure the 5/8-inch steel spacers are still in the rod end (one on each side of the rod end).

Note: Always have the same amount of threads showing on each rod end. If they are not, adjust the rod ends accordingly before installing them into the bearing hub.



8. Slide the factory shock pin through the assembly and install the slotted hex nut. Tighten the nut down to 80 foot pounds.

9. Slowly lower the floor jack holding the leaf spring down. The end result will look like the following.



10. Follow the same procedure for the other side. Once both sides are complete you will require a rear wheel alignment. The alignment is handled by loosening the jam nuts on the strut rod and turning the strut rod. Once the alignment is achieved tighten down the jam nuts locking the strut rod in place.