



Global West Suspension
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Part # ASR-50
1965-70 Impala, Caprice, Belair

Asr-50 is a direct replacement for stock strut rods on 65-70 Impala, Caprice, and Belair models. There is a right and left for this application.

1. Support the front of the vehicle on jack stands and remove the front tires.
2. Remove the strut rod nut towards the front of the car and remove the steel washer and rubber bushing.
3. Remove the two bolts that are holding the strut rod to the lower control arm and then slide the strut rod assembly towards the back of the car until you can remove it out of the frame.
4. Install the correct strut rod (passenger or driver side) up into the frame first. You will have to remove the 1-inch diameter nut, lock washer, and flat washer off the strut rod before sliding the clevis through the frame. **DO NOT REMOVE THE STEEL GOLD SPACER ON THE 1-INCH BOLT.** The spacer centers the assembly in the frame.
5. The front clevis installs in the frame so that the rod end is straight up and down. **The button side of the pin that presses through the clevis and rod end goes up next to the frame.** The flush part of the pin is to the outside. Make sure when you slip the clevis into the frame the back portion of the strut rod is on top of the lower control arm.
6. With the clevis in the frame hole install the flat washer first, then the lock washer,



- and finally the nut. Torque the nut down to 120 foot-pounds.
7. Note: The adjusters are loose on the strut rod. Leave them that way for now. Place the new bolts supplied in the kit through the strut rod and lower control arm. You may have noticed that the forward hole in the strut rod is slightly oval. The strut rod must pivot slightly during the adjustment process. Please take note: The furthest back hole is round. By leaving the bolts slightly loose when adjustments are made, the forward oval hole allows for the angle change between the strut rod and lower arm mounting holes. This is so that when adjustments are being made, either camber or caster, the rod is allowed to pivot keeping the loads centered on the rod end. This will stop the spherical rod end from prematurely wearing out.
DO NOT DRIVE AROUND WITH THE BOLTS NOT TORQUED.
 8. Install the other side in the same fashion and then align the vehicle. After the alignment is complete torque the strut rod bolts to the lower arm to 70 foot-pounds and tighten down the jam nuts.

Important: You should never have 5/8 of an inch or more of threads showing on the rod end side of the adjuster for two reasons: First it is unsafe, not enough threads holding the assembly together. 2nd You should never be in that position anyway because you would be setting negative caster. Negative caster creates wander and has no self-centering action.