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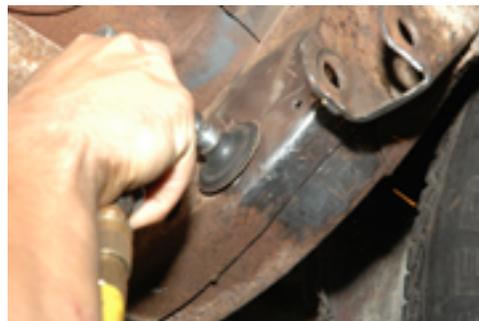
1965-70 Impala Track Rod Relocation kit

Part # PHC-50K

This is a complete kit including an adjustable track rod and relocation kit for the track rod. The purpose of relocating the track bar is to make it as close to parallel to the ground as possible. By doing so the rear end will become more stable during cornering and over bumps. This kit will require welding for installation.



1. We use a drive on ramp for installing items like this. You do have the option of using jack stands under the rear end. If you are use jack stands, lift the vehicle up high enough so you can get under the car and weld to the frame. Make sure the front wheels are caulked.
2. Remove the stock track bar (panhard rod).
3. Locate in your kit the long support bar that has an adjuster on one end and a 3-hole plate with a support gusset on the other. The top hole in the 3-hole plate will line up with the stock hole on the frame that attaches the track bar. The rod fits high up almost against the floor. In some cases depending on your exhaust routing, you may need to loosen part of the exhaust in order to get the support rod positioned. Notice the picture on the right. The support rod fits high close to the floor of the trunk and in front of the gas tank. The gas line on this car runs below the bar. The key is to make the rod parallel to ground, based off of the frame hole holding the stock track rod. The adjuster on the other side allows for any length change between the two frame rails.
4. Once you have established the location of the support rod on the car, mark the frame on both sides of the car. You are going to buff the rust and dirt off the frame for future welding.



While you are buffing off the frame, buff off the side of the track bar frame bracket along the sides and top area.

5. Buff off the powder coat in the following areas on the support brace. (See below)



Buff off the powder coat around the 3-bolt bracket along the backside edge and top. Buff only what you see in the pictures.



6. Take the new track bar bracket and slide the bracket around the frame mount. Index the top hole with a through bolt and spacer provided in your kit.

7. Next take the support bar and line the 3-holes in the bracket to the to the track bar frame bracket and new mount. Slide the bolt through the bottom hole in the assembly. This will align the bracket properly. Install nuts on both bolts.



8. Adjust the support bracket by turning the adjusting end plug to fit tight against the frame on the passenger side and tighten the jam nut.

Weld all around the support pad to the frame.



9. After welding the support on the passenger side. Weld the driver side in the same fashion



10. Once you have the support brace welded, buff the backside of the track bar bracket and a little of the frame. See photo to the right.

11. Weld the seam along the bracket and support.



Lay the support plate supplied in your kit on the back of the assembly and weld to the frame and bracket.



Also weld along the top of the new track bar bracket to the original frame bracket.





12. Remove the lower bolt out of the way and buff some of the powder coat along the seam of the support brace and bracket. See photo.

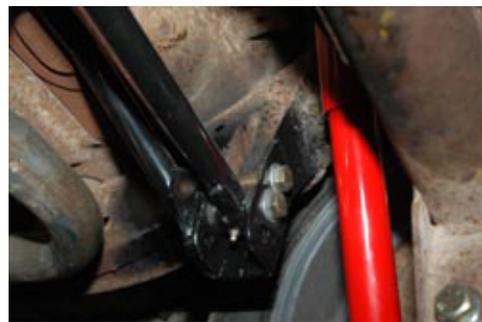
Weld the seam together.



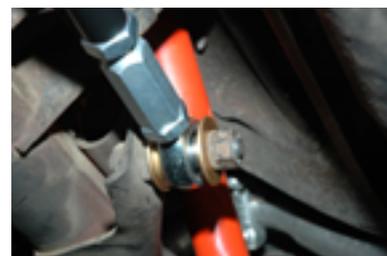
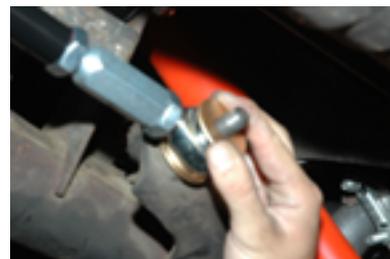
the assembly cool and spray paint area.

13. Let

14. In the kit you will find a pre-assembled panhard rod. The end with bushings and a grease fitting attach to the frame side. The other end of the rod has a Hex adjuster, spherical rod end, and two special washers. This end will attach to the rear end. Place the end with the hex adjuster on the rear end stud first and then swing the other end grease fitting down, into the frame. Use the 9/16 bolt and nut supplied in your kit and install. Note: You may have to push the car body one way or another to line up the hole. This is ok, because you are going to center the rear end with the adjuster. Torque the bolt to 80 foot-pounds.



15. Place the lock washer and nut on the rear end stud and torque to 80 foot-pounds.



16. The jam nuts should be loose at the hex adjuster. Using a tape measure, pick a point on the fender well opening and measure to the tire. Go to the other side of the car and measure in the same location from the fender to the tire. Come up with the difference between the two numbers and divide by two. Adjust the hex adjuster the needed amount and re-measure. After the rear end is centered, tighten down the jam nuts. Installation is complete.

If you have any questions please contact Global West technical group at 1-877-470-2975.

Global West also manufactures additional components for 1965-70 B-body Impala, Belair, Biscayne, and Caprice.

- Tubular front upper control arms
- Tubular front lower control arms
- Springs
- Tubular rear upper control arms
- Tubular rear lower control arms
- Anti-squat brackets