



GLOBAL WEST SUSPENSION
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Part # TBF-7 instruction sheets 1968 - 73 Mustang,
1975-80 Granada, 1970-77 Maverick, 1968-70 Falcon, and
1967-71 Torino, 1968-73 Cougar, 1966-67 Comet, 1968-71
Montego

TBF-7 uses a performance Teflon lined spherical bearing in place of a rubber bushing. The bearing does not require lubrication because of the Teflon lining. The ball joint is replaceable compared to stock control arms, which if the ball joint goes bad the entire arm must be replaced.



1. Raise and support the vehicle on the uni-body frame rails. Following a suitable service manual, remove the lower control arms. Notice the location of the lower control arm eccentric bolt. The eccentric directly effects the alignment. You may want to place a small mark on the eccentric and frame. When it comes to re-installation it will help getting the alignment closer from the start.
2. Installation of the lower arm is the same as factory. The bearing used in the TBF-7 has gold spacers, one on each side of the arm. They are shipped pre-assembled with the spacers installed. The spacers make up the distance in the frame and step the bearing hole down to the correct bolt size.
3. Install the lower arm to the uni-body. The factory eccentric is still used. Align your marks up on the frame and eccentric, and then torque the bolt to 70 foot-pounds. The bolt can be tightened to specifications with the car on jack stands. Note: We manufacture a lock out kit that eliminates the eccentric bolt assembly completely Part # Loc-2. (Eccentrics have a tendency to rotate causing the alignment to shift. The Loc-2 stops that from happening.)
4. The ball joint installed in the lower control arm has a gold spacer. The spacer installs on top of the spindle and acts as a spacer. See photo.
5. Install the lower arm through the spindle. Make sure the ball joint boot is on the ball joint. Once the ball joint is through the spindle install the gold spacer supplied in the kit. Next install the ball joint nut.
6. Torque the lower ball joint to 80 foot-pounds and install the cotter pin.
7. Install the factory strut rod
8. Install the grease fitting in the ball joint if it is not already done.
9. Lubricate the lower ball joint via grease fitting.
10. Wheel alignment will be required.

Note: Kit Loc-2 (pictured below) eliminates the eccentric bolt that adjusts the lower control arm. The kit has pre-drilled holes providing 6 different settings for camber. This design removes the problem of the eccentric slipping causing the alignment to go out.



This is an option you may want to consider if you plan on driving aggressively or race.

