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## ASR-8 ADJUSTABLE STRUT ROD KIT (Torino)

The ASR-8 kit replaces the factory strut rods and bushings. Each strut rod comes pre-assembled, however **the strut rods are not preset to any special length and the jam nuts are loose. An alignment will be required after installation.** In the kit we also supply (9/16 hardware for attaching the



strut rod to the lower arm). These bolts replace your factory bolts that attach the strut rod to the lower control arm. You will have to open up the bolt holes in the lower control arm to 9/16 for installation. If you are unsure how to remove the factory strut rods, a service manual will help if a procedure is required.

1. Once the factory rods are removed, make sure the hole in the frame locating the rubber bushings are clear of any dirt and old bushing material.
2. Install the assembled strut rod clevis up into the frame hole. You will notice a centering ring on the 1 inch bolt of the clevis. The ring will locate the clevis properly in the frame. It must be there. **Note: 1968 through 71 Torino have a right and left strut rod.** Make sure the strut rod is resting on top of the lower control arm with the steering bump stop pointing up. The clevis when installed in the frame has a 5/8 bolt through the assembly. The head of the bolt installs towards the inside of the car, the nut to the outside. Once you have slipped the assembly through the frame hole, install the large flat washer, lock washer, and nut on the clevis. Tighten the clevis nut down to 120 foot-pounds.
3. Attach the strut rod with the new hardware to the lower control arm. You will have to drill the lower arm strut rod holes to 9/16 for installation. Slide the bolts through the assembly (strut rod first) from the top down through the lower arm. Tighten the bolts until you have contact with the arm but do not torque them until you are finished with the alignment. The strut rod must pivot slightly during the adjustment process. Please take note: The first hole in the strut rod that attaches the lower arm is oval. 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. The reason is 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.**

4. Installation is now complete. Align the vehicle. After the alignment is complete torque the strut rod bolts 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. 2<sup>nd</sup> 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.**