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Part # TBC-732 --- Corvette rear strut rod kit with camber block --- 1963-79

The TBC-732 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
- 1 - camber block
- 4 – $\frac{3}{8}$ x 16 x 2 grade 8
- 4 – $\frac{3}{8}$ flat washers
- 4 – $\frac{3}{8}$ lock washers



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. Remove the nut, flat washer, and spring cushion from the bolt and lower the spring down taking pressure off the swing arm and strut rod. You will need to do this to both sides before proceeding.



4. Next remove the nut and strut rod shock pin from the hub. The strut rod will drop out of the hub assembly. Do this to both sides.

5. Next remove the ½ inch strut rod bolts from under the differential and drop both strut rods out of the bracket.

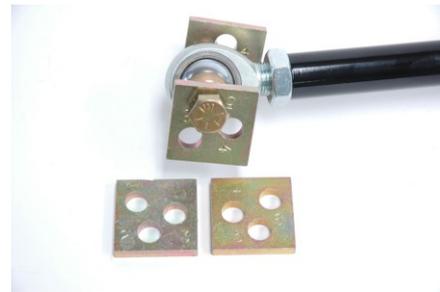
6. Remove the strut rod bracket from under the differential.

7. Install the camber block on top of the strut rod bracket. Line up the holes (the bracket will only fit one way) and bolt the assembly to the differential. Use the new 3/8 hardware supplied in the kit. Install the bolts using the lock washer and flat washers supplied. Tighten the bolts to 33 foot pounds.



8. Installing the new strut rod kit is relatively easy. The rod end with the ½ inch bolt and spacers goes to the differential bracket. 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 looking from the back of the car forward, use hole number 6 on the passenger. You should be reading number six. The plate on the forward side of the bracket should have hole 6 against the bracket.

On the driver side you will be looking at hole number 3, you should be able to read it and on the forward side against the strut rod bracket should be number 3. Tighten the ½ inch bolts to 70 foot pounds.



9. 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.

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

11. Once the strut rods are installed reattach the rear spring. Again using a floor jack positioned close to the end of the spring slowly raise the leaf up so you can install the spring bolt cushion and flat washer back on the 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.



Alignment setting for the following applications:

Street	Settings	Driver	Passenger
	Camber	$\frac{3}{4}$ degree negative	$\frac{3}{4}$ degree negative
	Toe	1/16 toe in	1/16 toe in

Auto cross / Road race	Settings	Driver	Passenger
	Camber	1-1/2 degree negative	1-1/2 degree negative
	Toe	1/8 toe in	1/8 toe in

Note: The setting for auto cross and road racing is just a base. The rear spring rate and type of tire will make a difference on these settings. This is just a start point!

Drag	Settings	Driver	Passenger
	Camber	1/4 degree negative	1/4 degree negative
	Toe	1/16 toe in	1/16 toe in

This is a base line for your setup. The rear spring rate and type of tire will make a difference on these settings. This is just a start point!