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Part # PHC-84BKT ----- (Relocation bracket for 1959-64 Impala Track bar / Panhard rod)
This kit will work with any standard or aftermarket replacement kit.
PHC-84BKT has pickup point adjustments that allow for the panhard rod to be mounted parallel to ground. This is necessary in order to make the rear end more stable.

The kit includes the following components:

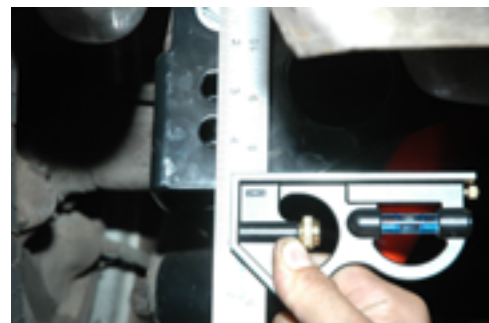
- Relocation bracket
- 2 - 9/16 bolts
- 4 - 9/16 flat washers
- 1 - 9/16 x 1-3/8 spacer
- 2 - 9/16 stove lock nuts
- 1 - support plate

Installation will require some welding.

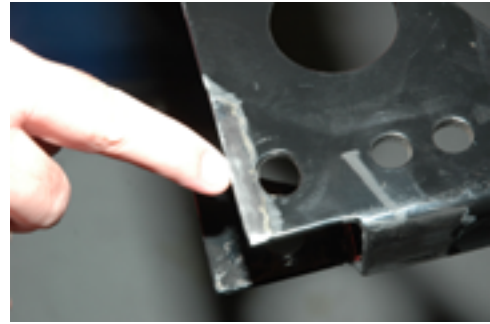
1. Support the vehicle on a drive on lift or on jack stands. Raise the car high enough so you can get access to the panhard rod frame bracket.
2. Remove the stock panhard rod.
3. Take the new PHC bracket and slide the unit over the stock frame bracket.
4. Install a 9/16 bolt with flat washer through the top hole of the bracket and into the stock frame hole. Install the spacer provided in the kit plus another flat washer and nut.



5. Slightly tighten down the bolt so the bracket closes up around the frame bracket. Swing the bracket up along the cross brace just before the gas tank. The bracket will be



tight on the gas tank side of the brace. With a t-square and bubble, align the hole so the alternate holes are straight up and down to the frame. Take a scribe and mark the new PHC bracket along the cross brace.



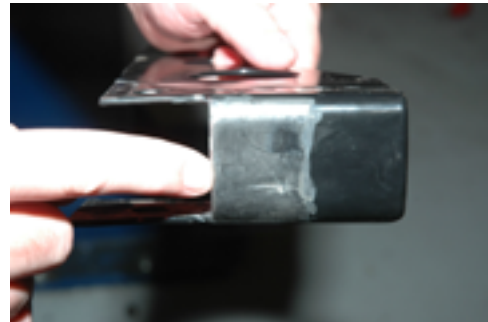
6. We recommend removing the bracket off the frame and buff the powder coat off in the following locations. A.

The photo to the right shows buffing the powder coat off along top of the bracket, which will be up against the frame.

B. This photo shows buffing off the powder coat along the scribe line for the cross brace.



C. Buff off the end of the bracket for adding the support plate.



7. With the powder coat removed reset up the PHC bracket and clamp it into position. Remember to make sure the holes are perpendicular to the frame.



8. Weld the bracket to the cross brace. (We strongly recommend putting a heat shield between the gas tank and the cross brace. This will keep any heat from going towards the tank). **Notice the aluminum heat shield.**



9. After you have welded the bracket to the cross brace, weld the support plate supplied in your kit to the end of the bracket. Shown in the photo below. Weld the plate on all four sides and also weld the remaining sides of the main bracket to the stock frame bracket.



10. After the welding is complete, clean the area and paint.



11. Next install the panhard rod so that when the car has full weight on the rear end, the rod is as close to parallel to ground as possible. If you are using a Global West pan hard rod, the end with bushings attach to the frame side. The other end has a Hex adjuster, spherical rod end, and two special washers. This end will attach to the rear end. Install hex adjuster on the rear end stud just as it is shown in the picture. This is pre-assembled for you. Next swing the other end of the panhard rod with the grease fitting down, into the frame. Use a 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. Leave the previous bolt with sleeve in the bracket and torque all the bolts including the rear end stud to 80 foot-pounds.





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

13. 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.



Global West also makes the following additional components for 58-64 Impalas:

- Tubular front upper and lower control arms (featuring a major geometry change).
- Front and rear springs (one inch drop)
- Tubular rear lower control arms
- Tubular rear upper adjustable control arm/arms.
- Adjustable anti squat bracket for improved traction.
- Rear cross-member supports for strengthening the cross-member from tearing.
- Adjustable track bar/panhard rod.



Rear kits above