



Global West Suspension
655 S. Lincoln Ave San Bernardino CA 92408
PHONE 877-470-2975 / FAX 909-890-0703 / Web address: globalwest.net

Part # **TLC-1100 or TLC-1200** -- adjustable bump stop --- Drag racing

Installation requires drilling out the bolt hole for the bump stop to $\frac{1}{2}$ inch diameter.

1. Remove the bump stop from the control arm.
2. Drill the $\frac{3}{8}$ -bump stop hole out to $\frac{1}{2}$ inch diameter.
3. If you have the TLC-1100 the urethane bump stop is already threaded into the adjuster. If you have purchased the TLC-1200, the bump stop off of our control arm is reused. Simply screw in the bump stop to the bottom of the adjuster.

If you already know the distance the limiter must be set too. Use the aluminum shims supplied in the kit and add them to the adjuster. The new measurement will be from the bottom of the urethane bump stop to the top of the spacers. Note: The spacers are $\frac{1}{4}$ inch increments.

4. Slide the adjuster with spacers up from under the control arm.
5. Install the large jam nut first. Allow the upper arm to swing down onto the frame and then snug the jam nut.
6. Install the small jam nut next and snug.



The photo below shows how the spacers are installed on the adjuster shaft. When the adjuster is tightened down, the spacers are tight against the control arm spreading the load over 1-1/4 area.



The photo below shows you what **not** to do installing the adjuster. If you install the adjuster this way the side loads will eventually break the shaft.

