Global West Suspension
PART NUMBERS;
COF-42, COF-42S, COF-42BS, COF-42D, COF-42BD, COF-42PS, COF-42PBS, COF-42PD, COF-42PBD
The kit you have purchased require's fabricating and welding to your frame. If you feel that you are not qualified to properly install this kit, we ask that you have your local Hot Rod or automotive shop perform the installation.

HARDWARE

- DRIVER SIDE BRACKET 1PC.
- PASSANGER SIDE BRACKET 1PC.
- 1/2 " X 20 X 5" GRADE 8 BOLTS 2PCS.
- 1/2" WASHERS 4PCS.
- 1/2" X 20 FLEX LOCKS 2PCS.
- 7/16" X 20 X 3 3/4" GRADE 8 BOLTS 4PCS.
- 7/16" FLAT WASHERS 8PCS.
- 7/16" X 20 STOVER NUTS 4PCS.
- 7/16" X 20 X 2 1/2" GRADE 5 BOLTS 2PCS.
- 7/16" X 20 JAM NUTS 2PCS.
- TWO HOLE TEMPLATE 1PCS.
- BUCKET TEMPLATE 1PCS.

TOOLS FOR THE JOB

- MARKER/ SHARPIE
- HAMMER
- STANDARD SOCKET AND WRENCH SET
- DIE GRINDER
- CUT OFF WHEEL
- SCOTCH BRIGHT/ BUFFING WHEEL
- PLASMA CUTTER (IF AVAILABLE)
- MIG/TIG WELDER (NEEDED)

Step 1:
Remove the original springs, shocks and upper control arms. You will also want to remove the upper control arm frame bolts at this time. They are pressed in to the frame rail so it might take a little effort to remove them.

Note: This modification cannot be used with stock control arms, the stock arm will not clear the new shock mount. Use Global West part number CTA-42A.

Step 2:
You will be cutting off the original shock mount, but you will first have to locate the two hole template. There are two setup bolts 7/16 x 2 ½ x20 with jam nuts provided in the kit as well. Use the bolts to locate the template on the upper control arm mount. Use your marker or sharpie to trace the pattern.

Step 3:

Remove the template and use a phuenmatic cut off wheel or electric grinder to cut out the pattern on the upper control arm frame mount. At this time you will also want to cut off the welded portion of the shock bracket exposing the spring mount underneath.

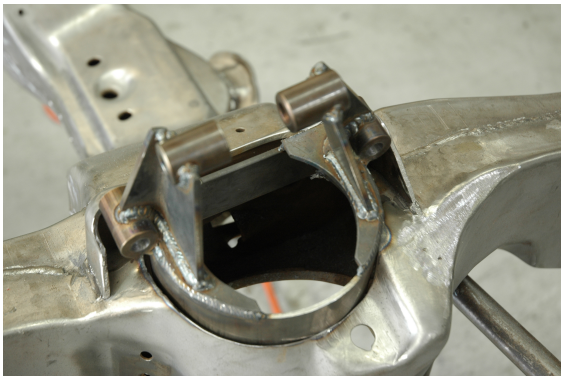
Note: It is important to cut out the pattern perfectly! If you don't, the spring may interfere with the upper control arm frame mount. Do not use a plasma cutter at this time!!!!!

Step 4:
Locate the bucket template. Set the template ontop of the frame rail and center the ends off the flange on center line of the upper control arm holes. Trace the pattern using your marker or sharpie.

Step 5:
Remove the template and use a grinder or plasma cutter to cut the frame rail.

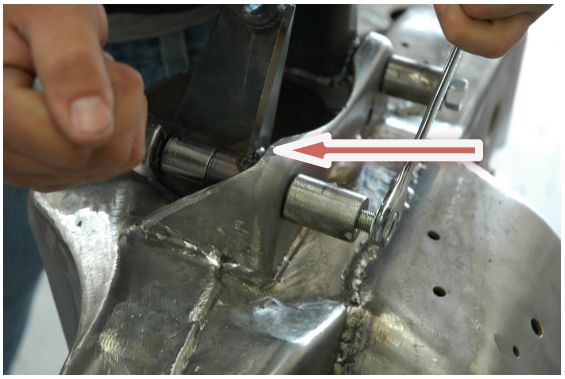
Note: It is not unusual to make additional cuts! Make small cuts and constantly check the fitment of the bracket after each cut to ensure you don't cut too much frame rail!!!!

Basically take your time cutting the frame rail. It will make welding the bracket much easier!!!



Step 6:
After you have modified the frame rail, the bracket will drop in to postion from the top. Once again locate the 7/16” bolts and jam nuts used for setting up and bolt the bracket to the original upper arm holes.

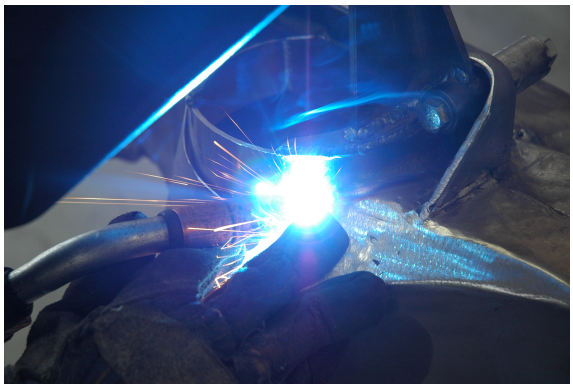
Note: There is a driver side and passenger side bracket. Be sure the correct bracket is being used on the correct side of the frame!



The brackets should have a sticker attached with the letter D or P. The brackets will also be stamped with a D or P.

D = Driver Side
P = Passenger Side

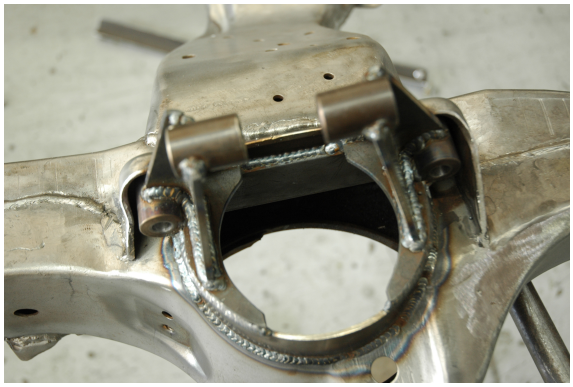
Note: Be sure the bracket fits flush against the upper arm bracket!! Look closely at the picture on the right. You will notice a small gap between the bracket and the upper arm mount!!! This is necessary to ensure the bracket is completely against the upper arm frame mount!



Step 7:
TIME TO WELD!! But first use a scotch brite pad or wire wheel to clean up the frame rail around the area you are going to weld. This will not only ensure a good weld but also make your welds look nicer for a show quality look.

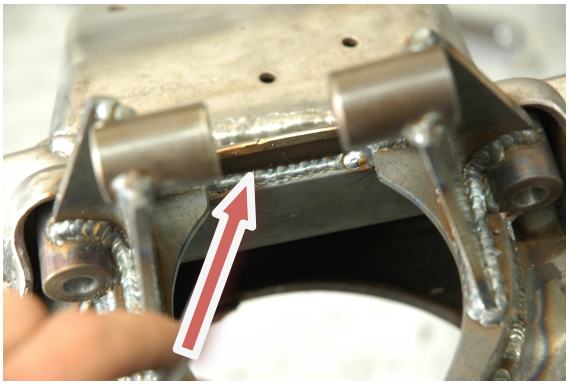
Note: If your frame is sandblasted theres no need to clean up your frame rail before welding!

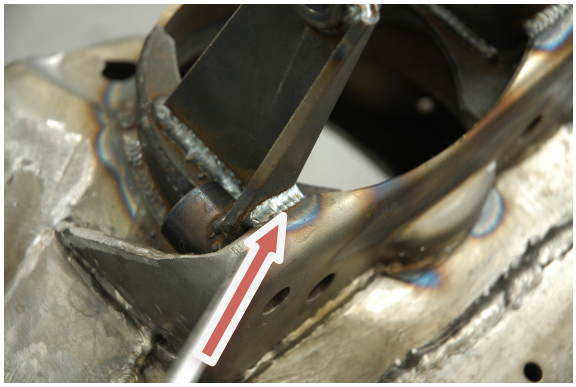
Keep the bracket firmly bolted down to ensure the bracket stays in position.



Step 8:
Completely weld around the bucket! Don’t put away your welder yet, there are still a couple of spots we are going to need to weld.

Step 9:





Weld the inside portion of the backing plate and the vertical shock plates to the upper arm mount on the frame rail. (Refer to the picture below)

Step 10:
Repeat the same steps for the opposite side and paint or powder coat your frame rail.

Step 11:
The upper control arm bolts are the 7/16 x 20 x 3 ¾", you should have four of them, along with 4 7/16" x 20 stover nuts. Insert the bolts throught the bracket and attach the upper control arm. There should be a 7/16 flat washer on either side of the bolt (one at the head of the bolt and another before the stover nut).

Step12:
Assemble the coil-over spring and shock out side of the vehicle and attach the shocks to the bracket by using the 1/2" x 20 x 5" grade 8 bolts. There should be two of them in your kit along with two 1/2" x 20 flex lock nuts and four 1/2" washers. If you are using a QA-1 shock you will not be using the aluminum spacers, however, if you are using the Penske coil-over you will need to install the aluminum spacers on either side of the bearing. Use 1/2" washers on either side of the bolt, (one at the head of the bolt and another before the flex nut) and torque to 70ft. lbs.. The bottom of the shock utilizies a T-bar and will attach to your lower control arm in the stock location.

Note: The T-bar needs to mount on top of the control arm. Although this shock can mount to any stock or aftermarket lower control arm we suggest using the Global West part number CTA-42H, which is designed specifically for the coil-over shock application.

Step 13:
Set ride height and align the front end. If you are using Global West part number CTA-42A the alignment specs will be provided in those instruction sheets.

We would like to thank you for choosing Global West as a provider for your high performance chassis parts. If you like this kit you may be interested in a rear coil-over kit for you're A-Body!

Rear coil-over kit COR-6466