Global West Suspension

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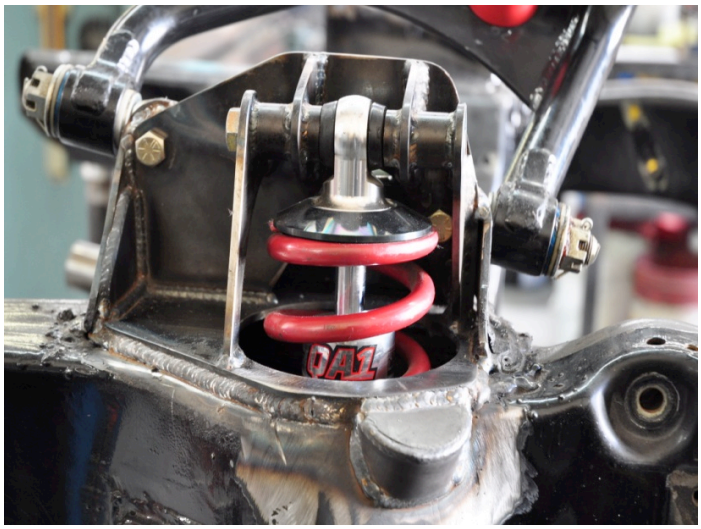
COF-79, COF-79S, COF-79BS, COF-79D, COF-79BD, COF-79PS, COF-79PBS, COF-79PD, COF-79PBD

The kit you have purchased requires 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

- 4 – 7/16 x 2 ¾ x 20 grade 8 bolts
- 4 – 7/16 AN washers
- 4 – 7/16 x 20 stover nuts
- 2 – 7/16 x 1 ¼ x 20 grade 5 bolts
- 2 – 7/16 x 20 standard nuts
- 2 – ½ x 5 x 20 grade 8 bolts
- 2 – 12mm washers
- 2 – ½ x 20 flex lock



Tools for the job

- Marker or Sharpie
- Hammer
- Standard socket and wrench set
- Die grinder
- Cut of wheel
- Scotch bright/ Buffing wheel
- Plasma cutter (If Available)
- MIG/ TIG welder

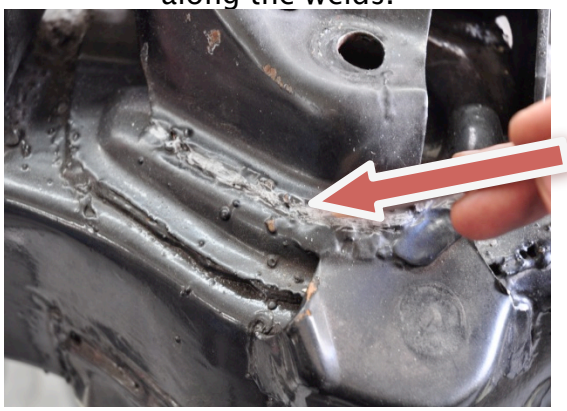
Step 1:

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 into your frame so it might take a little effort to remove them.

Step 2:

With a pneumatic cutoff wheel or 4” grinder cut off the shock plate. Make your cuts

along the welds.

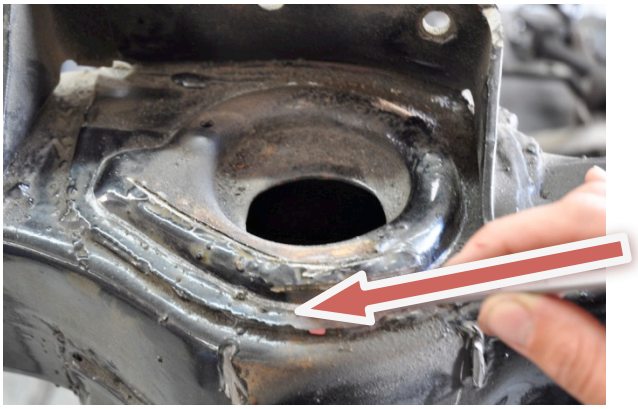


Step 4:
Measure 3/8” from the engine side of the upper control arm frame bracket. Using a pneumatic cut off wheel or 4” grinder cut along the top of the upper arm bracket.

Note: Don’t use a plasma or torch cutter at this time. The cut needs to be straight because you will be welding along this edge!

Note: Your frame sould look like the picture on the right!

Step 5:



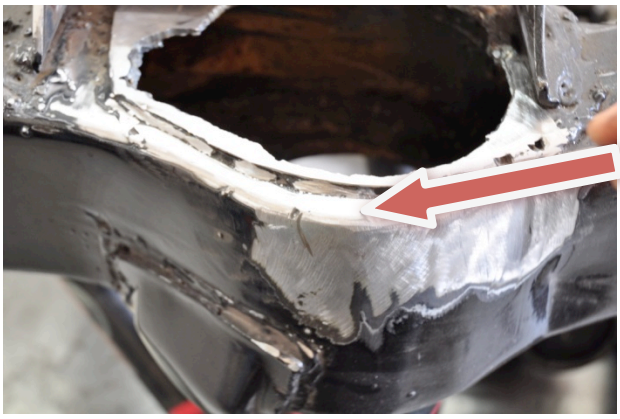
Remove the upper control arm bumpstop.

Note: Use a pneumatic cut off wheel or 4" grinder to remove the bump stop. Cut along the welds and try not to cut into the frame rail!

Step 6:
Cut out the spring index on top of the frame rail. This is the stamped area on top of the frame rail. A torch or Plasma cutter can be used to make this cut. The new bracket will lay on top of this cut and mask any unpleasent edges made by the torch or plasma cutter.

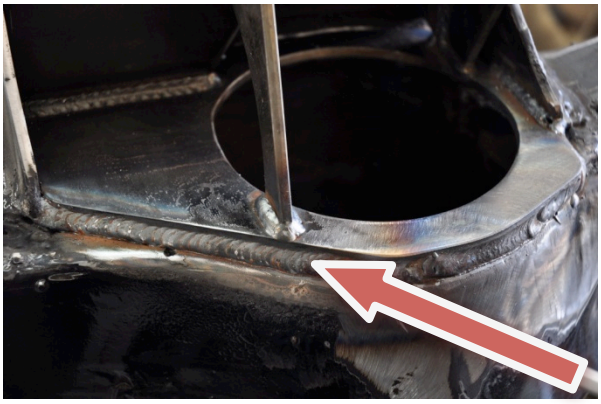
Note: The raised portion of the stamping needs to be completely removed so the extended travel bracket will fit flush against the top of the frame rail.

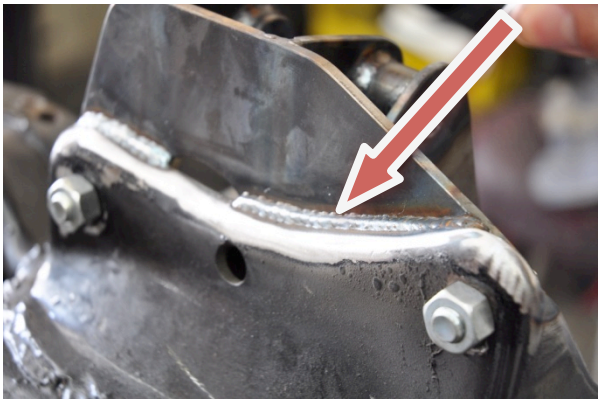
Step: 7
Use your scotch bright pad, buffing wheel or wire wheel to clean the areas you are going the weld.



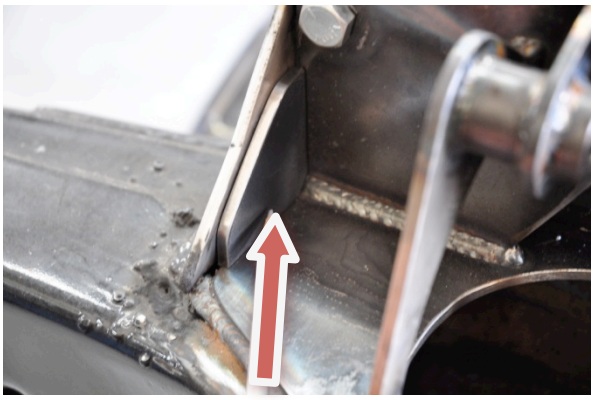
Note: Take your time durning this process. The cleaner the frame rail the stronger and cleaner the welds will be.

Step 8:
Locate the extended travel bracket on top of the frame rail. Make sure there is a gap between the extended travel bracket and the stock upper arm mounting bracket. This will insure the extended travel bracket is flush against the the frame. Use the 7/16" x 1





¼" bolts to tigthen the bracket in place.

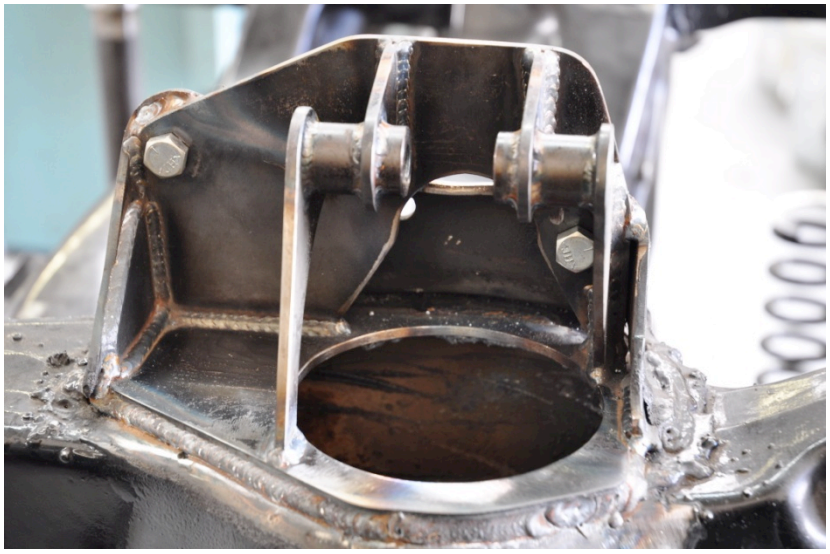


Note: Make sure there is a gap!

Step 9:
Mig or TIG weld the extended travel bracket into place. DO NOT weld the forward portion of the bracket to the frame. There is a triangular gusset supplied in the kit that goes in this location, view the pictures below!

Note: In the picture to the right notice the location of the gusset plate. DO NOT WELD IN THIS LOCATION UNTIL THE GUSSET PLATE IS IN PLACE.

Step 10:
Your extended travel bracket is now welded in place and it should look like the picture below.



Step 11:
It is now time to locate the upper control arm bumpstop. Remove the 7/16 x 1 1/4” bolts and replace them with the 7/16 x 2 3/4" bolts. Side the upper control arm into place and lower it into the full droop position (see picture below). Mark the location of the bumpstop with a marker and lift the arm away from the frame rail.

Step 12:
Center the bumpstop on the marking and measure down a 1/4”. MIG or TIG weld the bumpstop in place.

Step 13:
Paint the frame rail to protect it from corrosion. If the frame is out of the vehicle we highly recommend power coating or professionally painted by a paint shop.

Step 14:
Reassemble the suspension. The coil over can be assembled outside the vehicle and lifted into possition. Use the 1/2" x 5” bolts in the top mount of the coil over, tighten to 72 foot lbs. The coil over utilizes a T-bar to attach to the lower control arm. We highly recommend using Global West part number CTA-79H rather then a stock control arm. The stock control arm is not designed to carry the loads of a coil over shock and you run the risk of breaking the stock lower control arm.

Step 15:
Set ride height and align your car! If you are using Global West part number CTA-79A the new alignment specs are included in those instruction sheets.