Global West Suspension
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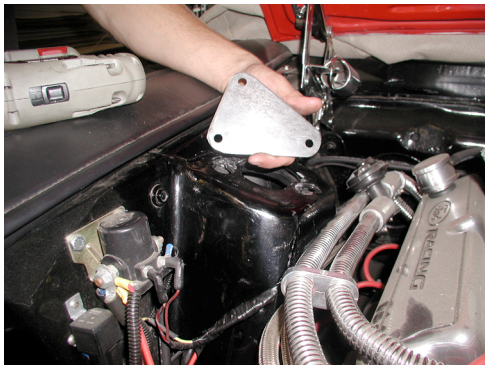
Mustang coilover instruction sheets for 1967-1970 models

Kit includes the following
2 upper shock mounts
2 cover plates
1 drill template for upper shock mount
2 coilover shocks
1 spanner Wrench
2 springs
2 helper springs
2 helper spring spacers
2 sets shock thrust bearing kits
2 sets coilover shock collars
2 tubular upper arms - fully assembled
1 drill template for relocating upper control arms on negative roll kits only

COMNR-6770 (not included with COMST-6770 kits).
2 tubular lower arms - fully assembled
2-bottom coilover shock mounts
2 strut rods
Misc. hardware

Installation requires removing the front suspension components except the steering. A Chiltons or Mitchell shop manual will be helpful if you have never attempted this before. The following steps are based on the suspension off the car. You will also be removing the shock tower supports in the fender well. It will make the job easier.

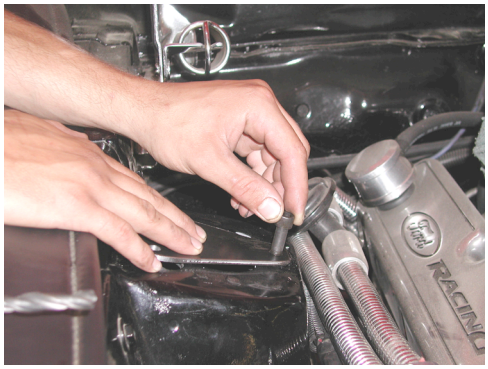
1. Locate the drill template in your kit. The template will be placed on top of the shock tower over the location where the factory carriage bolts locate. Note: The carriage bolts must be removed.
   Template center punching one hole only



Take the template and align the holes so they locate in the narrow slot where the carriage bolts index. Center punch the inside hole first. Do not center punch all the holes at this time.

2. Take a 3/8-drill bit and drill the inner hole.

3. Once you have drilled the hole locate the template again and take one of 6 (3/8) fine thread 1 3/4 bolts and drop it down through the template and shock tower.



4. With the 3/8 bolt aligning the first hole center the 2 remaining holes to be drilled over the narrow slots that originally indexed the carriage bolts. Take the center punch and punch one more hole. We recommend doing one hole at a time because of the close tolerances we have with the upper shock mount and the engine bay shock cover.

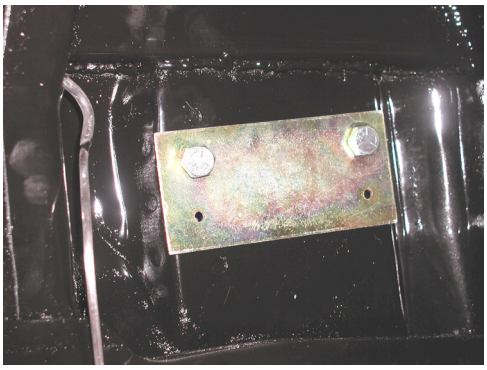
5. Follow the same procedure as you did with the first hole. After the second hole is drilled lay the template over the tower and place 2 bolts through the template/tower. Center punch the third hole.

6. Note: The kit has been upgraded. In order to show the install we used a display frame (Yellow). The upgrade increased the travel of the front suspension by 2 inches. At this time all three holes should be drilled. Locate in your kit one upper shock mount. The upper shock mount installs from the inner fender well up into the engine compartment. Note: The mount goes directly against the tower. Do not use any cushions. The Global West Logo will be readable from the fender of the car. The lip of the tower that indexes

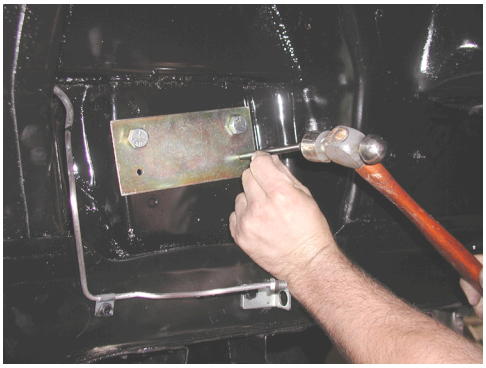
the spring will sit inside the grove of the top mount.

7. Sometimes in order to get the upper mount to fit flat in the tower you may have to bend the lip where the factory spring indexed. The lip bends easily with a vise grip. Once you have the upper mount able to install in the tower we will move onto the upper arm install. Do not install the upper mount yet. (Notice the new holes drilled in the tower from the template.)

8. If you have ordered a negative roll system you will have an upper control arm template for drilling different locating holes. **Note: If you did not order a negative roll system no template will be provided but you will have to drill the upper mounting holes out to 9/16 diameter.** The original holes are ½ inch diameter. Slide a couple of ½ inch bolts through the template and inner shock tower. Position the new holes so they are below the original, center punch the holes.



The picture below shows the template in position and center punching the lower holes.



9. Drill the new hole location with a 3/8 drill bit and then step the hole up to a final size of 9/16 diameter.

If you have ordered a non-negative roll system you will still need to drill the original holes out to 9/16 diameter.

After the holes are drilled install the upper control arm. Install the upper control arm. The upper control arms are universal. If you have a negative roll system place the 3/8 thick steel backing plate between the upper control arm shaft and the shock tower. If you do not have a negative roll system you will not have the plate. Just bolt the upper control arm direct. Tighten the control arm bolts to 90 foot pounds.

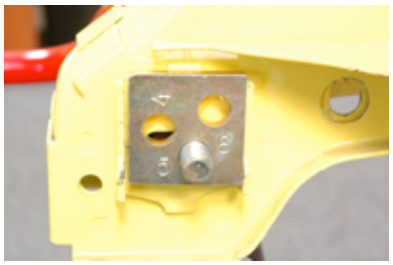
10. Installing the strut rod requires removing the 1-inch nut, lock washer, and flat washer off the pre-assembled strut rod.

    Slide the clevis with the one-inch spacer on the bolt through the frame hole and install the large flat washer, lock washer and nut.

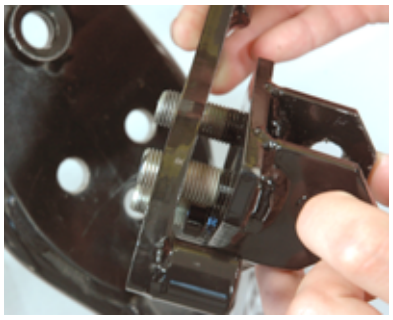
    Note: One side of the clevis is contoured. The contour goes down and follows the frame pocket. Torque the clevis to 120 foot pounds.

11. Install the new tubular lower control arm. The control arm has a gold steel spacer on each side of the bearing. Make sure they are there and not setting in the box. The spacers make up the distance in the frame for the bearing assembly. Slide the lower control arm up into the frame and install the locout plates and bolt kit. There are 4 plates with holes drilled in them. You will need 2 plates to do each side of the car.

- Install one plate in between the flanges on the frame. The other side will take the other plate. There are 3 holes in the plates. The plates will give 6 set camber readings from full negative to positive by rotating the plate 3 ways or flipping the plate over and rotating 3 ways. To start, we use position marked 1 facing the front of the car. Slide the bolt through the plate, through the lower control arm and into the other side of the frame rail.



Next install the back plate. The number 1 position is still facing forward, what you will see is number 6. Note: Remember you always read the plates looking from the front of the car.
Make sure both plates are using the same holes. The bolt must be straight and not on an angle. Then install the ½ inch lock nut, torque to 70 foot pounds.



12. Time to bolt the lower shock mount, strut rod, and the lower arm together. The shock mount has 3 bolts welded to it. You will slip the lower shock mount through the strut rod and then place that assemble into the lower arm.

The bolts are 9/16 and ½. Install a ½ inch flat washer and stovelock nut on the ½ inch bolt. Install one 9/16 washer on each 9/16 bolt and use the 9/16-stovelock nuts supplied in the kit. Torque all 3 nuts to 70 foot pounds.

13. The coilover shock and spring need to be assembled next.

A. First install the threaded collars on the shock. The collar without a step goes on first. It acts like a jam nut to the stepped threaded collar. Thread the collar almost all the way down on the shock. Install the stepped collar next. The step goes up. Thread the stepped collar down the shock body till it contacts the first collar.
B. Next install the needle bearing kit onto the shock collar.
First slide one thin washer over then the bearing and then the last thin washer. Do not lubricate the bearing. The lube will collect dirt over time and stop the bearing from rotating.

C. Slide the spring over the shock.

D. On top of the spring you will install a small stepped ring. The ring will index inside the spring.

E. Next install the small help spring.

F. The upper shock spring cap slides over the shaft

as shown to the right.

G. Remove the ½ inch bolt from the top shock mount. Install the shock in the mount and slide the ½ inch bolt back through and tighten. 50 foot pounds.

H. Adjust the collar at the bottom of the shock, up until it touches the upper cone for installation. We suggest adjusting the collar up to about 3 ¼ inches from the top of the shock where the threads start down. This can be done after the top and bottom of the coilover is mounted to the car.

13. Install the shock through the upper control

arm.

14. Place the top plate onto the shock tower and install three – 3/8 x 24 bolts, lock washers, and flat washers through the top plate and into the top
shock mount.

15.
Slide the lower portion of the shock into the lower mount on the control arm. Take one of the ½ inch shortened bolts provided in your kit and slide it through, torque to 70 foot pounds.

16. Install the spindle. The lower arm has a gold spacer included with the joint. The spacer goes on top of the spindle below the nut see photo.

Install as shown and also install the upper ball joint through the spindle.

Tighten down the spindles to 80 foot pounds on the lower and 70 foot pounds on the upper.

If you have purchased a tubular bump stop mount with your kit --- now is the time to install it. Use the instructions provided with the component.

17. After the ball joints are tightened down lubricate the upper ball joint. After you lubricate the ball joint you need to remove the grease fitting and install a plug. This is so the bump stop hits the top of the ball joint flat.

18. Hook up your steering and the sway bar. Many times it's easier to put the sway bar end links on after the cars ride height is set and on the ground.

19. Drop the car on the ground and check the ride height. Note: When checking ride height the vehicle must be rolled at least the distance of the wheel base and bounced before a measurement can be taken. Adjusting the ride height requires raising the front end off the ground. A spanner wrench (provided in your kit) is used to rotate the adjusting collar.

20. Once ride height is set, jam the adjusting nut up against the stepped collar.

21. Install the sway-bar, (If it isn't already) – with the vehicle on the ground or the lower arms supported by jack stands.

Alignment specifications 67-70 NEGATIVE ROLL KITS	
Street Manual steering	Handling Application manual (racing)
Passenger side caster 2 degrees positive Driver side caster 1-1/2 degrees positive	Caster both sides 3 degrees positive
Camber both sides 0 to ¼ degree negative	Camber 1 ½ negative both sides
Toe-in 3/32 to 1/8 total	Toe-in 3/32 total
Street Power steering	Handling Application power (racing)
Passenger side caster 3 degrees positive Driver side caster 2 ½ degrees positive	Caster both sides 3 1/2 degrees positive Note: clearances allowing
Camber both sides 0 to ¼ degree negative	Camber 1 ½ negative both sides
Toe-in 3/32 to 1/8 total	Toe-in 3/32 total

Alignment specifications 67-70 ST KITS	
Street Manual steering	Drag Application manual (racing)
Passenger side caster 2 1/2 degrees positive Driver side caster 2 degrees positive	Caster both sides 3 degrees positive
Camber both sides 1/2 degree negative	Camber 0 both sides measured with the front end raised ¾ of an inch.
Toe-in 3/32 to 1/8 total	Toe-in 3/32 total
Street Power steering	Drag Application power (racing)
Passenger side caster 3 degrees positive Driver side caster 2 ½ degrees positive	Caster both sides 3 degrees positive
Camber both sides 1/2 degree negative	Camber 0 both sides measured with the front end raised ¾ of an inch.
Toe-in 3/32 to 1/8 total	Toe-in 3/32 total