COR-6372S, COR-6372D
63-72 C-10 Rear Coil-over KIT

Tool's for the job…

- Car Lift
- Floor Jack
- Chalks
- Jack Stands
- Standard Wrench set
- Standard Socket set
- Spring Compressor
- Phneumatic/ Electric Grinder
- Phneumatic/ Manual punch
- Hammer
- Drill/ Drill Bit set
- C-Clamp
- MIG/TIG welder
- Spanner Wrench (Provided)

Step 1

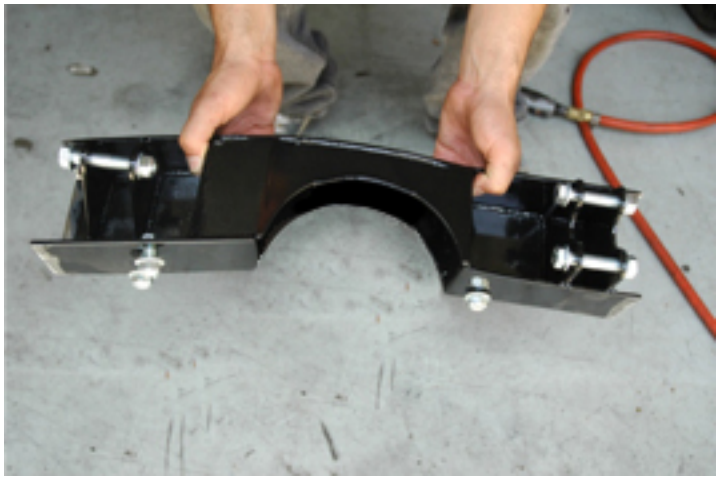
Lift the truck up by the rear axle and place floor jacks under the frame rail toward the front of the vehicle. Before setting the car down on the jack stands chalk the front wheels to prevent the truck from sliding off the stands. Make sure the tires are off of the ground when the truck is completely resting on the jack stands. This will make it easier to remove the suspension. Start by removing the shocks, this will allow the rear trailing arms to drop down even further relieving more tension from the spring. Check to make sure there is slack in the brake line (the rubber line from the frame to the differential), if it is disconnect it now. Use a spring compressor to safely remove the coil springs. Remove the panhard rod and trailing arm U-bolts. Disconnect the trailing arms from the differential and remove the ¾" bolts from the front cross member.

Step 2

The suspension and differential have been removed from the truck its time to remove the shock cross member and panhard rod brackets. Start by grinding down the head of the rivets. The heads should be completely gone before trying to punch them out of the frame. Use a 3/8" punch or phneumatic hammer to drive the rivets out of the frame. After the cross members and related brackets have been removed from the frame take the time to clean up your frame rails.

Step 3

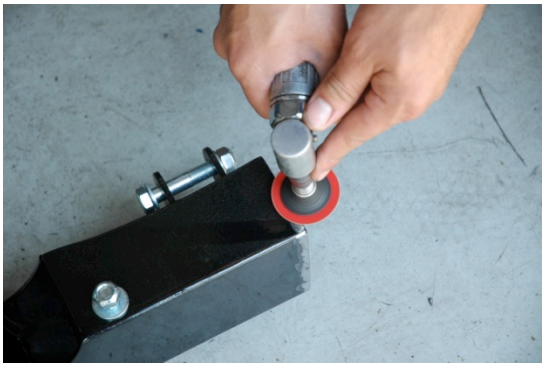
Locate the Global West frame rail inserts. There is a left and a right and they will only fit one way. There are holes on the bottom of your frame rail inserts. These holes will correspond with the rivet holes in your frame. Drill out the holes in your frame to ½", these holes will help locate your inserts so they are square in the frame.



NOTE:
The Frame Insert pictured to the right is different then the one supplied in your kit. The original kit was built on a C-10 truck that was "C-knotched". The bumpstop bracket was modified to prevent the differential from hitting the bed of the truck. Your bumpstop which is provided in the kit will attach to the OEM frame rail.

Step 4

We require you to weld the front and back edges of the inserts so before you install the inserts into the frame grind off the powder coat. See the pictures below.



Step 5

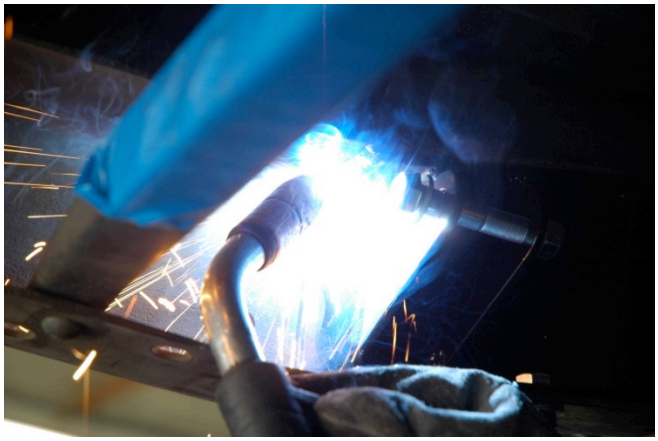
Install the frame rail insert into the frame.

Step 6

Use a C-clamp to help pull the insert completely into the frame rail. The holes in the frame insert will line up with the existing rivet holes in the frame indicating the insert is in the proper location. Install the ½" bolts. Do not completely tighten the ½" bolts at this time.

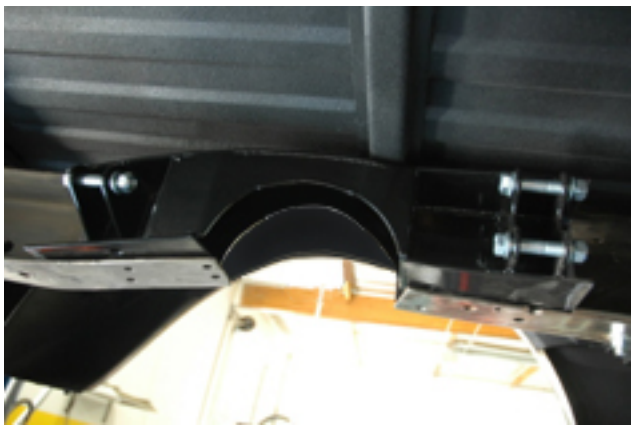
Step 7

Once the driver and passenger inserts have been installed, tack weld them into place with your MIG or TIG welder. Tighten down the bolts and torque them to 72 ft. lbs. Completely weld the front and rear edges of the Global West frame rail inserts.



Step 8

Now that the frame rail inserts are installed locate the new Global West coil-over shock cross member. The shock mounts between the 1" bung and the outer gusset plate. Make sure the shock mount is facing the rear of the truck. As seen in the picture below.



Step 9

Now locate the Watts-link cross member. Install the Watts-link with the center pivot positioned toward the front of the truck. As seen in the picture below.

Step 10

Locate the new Global West rear trailing arms. There is a driver and passenger, to determine which trailing arm is which, the bracket for the aluminum shock mount should be toward the drive shaft. Install the trailing arm to the forward cross member first. Make sure you use the spacers on both sides of the bearing, torque the ¾" bolt to 150 ft. lbs.

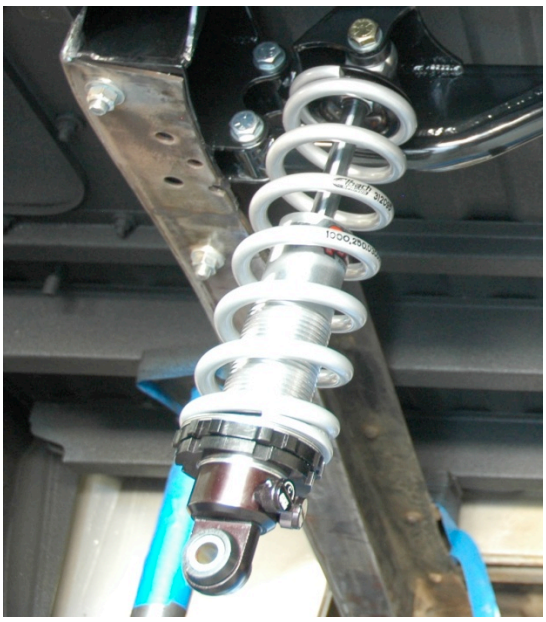
Step 11

Lift the arm up against the original mount on the differential. Line up the U-bolt holes and slide the U-bolt through the rear trailing arms. Tighten the U-bolts alternating from the front nut to the back nut insuring even pressure across the differential plate.

NOTE:
If you have installed new U-bolts, you may want to cut them down in order to prevent them from being damaged when driving over obstacles in the road.

Step 12

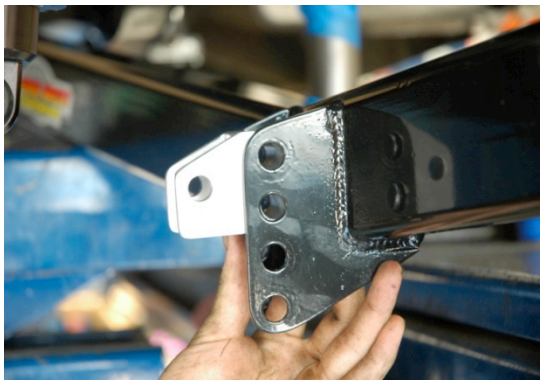
Locate the coil-over shocks, springs, and bearing kit. Assemble the coil-over outside the vehicle for easy installation. The bearing assembly locates between the threaded shock adjuster and the spring. Install the shock into the upper mount first.



NOTE:
There are two different size pins for the polyurethane eyelets. You want to install the ½" I.D. spacers. To install them simply put some grease around the pin and press them into the eyelets.

Step 13

Locate the aluminum lower shock mounts and install them into the trailing arm. There are a total of 4 holes which allow 3 different positions in which you can install the lower shock mount. Make sure you install the mounts in the same location on both trailing arms.



NOTE:

Tighten the bolts "hand tight" at this time! It's important to check your ride height before you completely tighten the bolts down.

Step 14

Insert the shock into the aluminum lower shock mount and torque the ½" bolts to 72 ft. lbs.

NOTE:

As seen in the picture to the right the valve adjusting knobs are toward the drive shift for easy adjusting.

Step 15

The Watts-link radius arms need to be installed next. The rod ends installed in the center pivot of the Watts-link are righthand thread, and the lefthand thread rod ends are located in the radius arms. Simply thread the rod end on the center pivot into the radius arms, and make sure the bent radius arm is attached to the upper rod end and positioned toward the driver side.

NOTE:
Before you attach the radius arms to the trailing arms make sure they are the same length. Measure from center of the hole on one rod end to the center of the hole on the opposite rode end. You can center the body over the chassis by extending the length if the radius arm. Hand tighten the bolts on the back of the trailing arm. Based on your ride height we may need to change hole positions, which will be discussed later in the instructions.

Step 16

Lower the vehicle down to check ride height. Use the spanner wrench provided in your kit to adjust the black collar on the shock body. You might have to lift the truck off of the ground slightly to relieve the tension on the spring if the collar is extremely hard to turn.

NOTE:
The overall travel of the shock is 3 7/8". When the car is at ride height 1 7/8" of the shock should be exposed (+ ¼" or -1/4"). If you are out of the operating range of the shock, simply change the location of the aluminum block on the trailing arm. After you have moved the aluminum blocks re-adjust the coil-over to set the shock in the optimum stroke range. Re-check your ride height! If everything checks out tighten the aluminum block bolts to 72 ft lbs.

Step 17

Now that the ride height is set check your radius arms on your Watts-link. The arms need to be parallel to the ground. If they are not parallel move them to a hole position that makes them parallel. Lock the jam nuts down against the tubular radius arms. Drill a 3/8" hole into the frame rail directly above the rear end. Insert the bump stop provided in the kit and tighten it down against the frame.

Step 18

Enjoy your new Global West Suspension system!

Also available for 63-72 C-10 trucks!
Front coil-over packages Front drum to disc brake conversion