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Part Number: LSB-71 Multi Hole
Forward leaf springs mount
1970 – 81 Camaro and Firebird and
1975-79 Nova

The kit includes the following:

- 1- Driver side bracket
- 1 - Passenger side bracket
- 2 – 3/8 x 3.5 studs
- 4 – 3/8 x 1.625 studs
- 6 – 3/8 x 24 flange nuts
- 2 – 3/8 x 24 standard nuts
- 2 – ½ x 20 x 5 grade 8 bolts
- 2 – ½ x 20 lock nuts



LSB-71 replaces the factory front leaf spring mounts. The upper hole in the bracket can be used for changing anti squat. (Back in the 70's some chassis builders modified the stock mounts and raised the spring eye up 1-inch. The modification was used for road racing applications.)

Note: If you are using a Global West reverse eye CAT-5 leaf springs, you can only use the lower bolt hole. Do not use the top hole. Standard eye is ok to use the upper hole.



Installing LSB-71 mounts can be done without removing the leaf springs from the car.

1. Chalk the front tires and jack the rear of the vehicle up, use two jack stands and support the vehicle located next to the leaf spring on the unibody. Make sure with the jack stands are in place so you can remove the front mount of the leaf.

2. Lower the jack down and rest the car on the jack stands. Undo the bottom shock bolt located at the leaf spring plate. After the shocks are unbolted, lower the rear end until the leaf springs have fully extended. Leave the jack under the center of the differential.

3. Remove the three bolts holding the front leaf spring mount on both sides, using the floor jack lower the assembly down so the front leaf spring mount can be unbolted. Using a $\frac{3}{4}$ inch wrench and $\frac{3}{4}$ inch socket and ratchet, remove the front mount off of the leaf. Remove both sides.

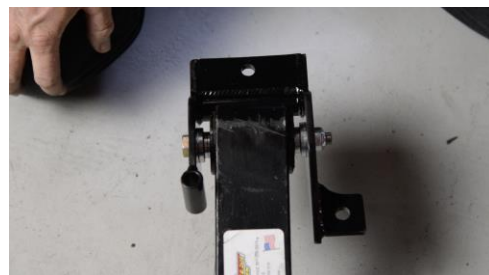
4. In your kit you will have 6 studs. The two long studs will be in the location towards the outside of the car. The other 4 studs will go in the final 4 locations. Use the two $\frac{3}{8}$ jam nuts provided in your kit and thread them on the studs. Jam the nuts together and thread the stud into the factory clip. Tighten the stud into the clip with a wrench and then remove the jam nuts off the stud. This procedure will be used on all the studs during the install.



5. Install all the studs into the factory clip nuts at this time.

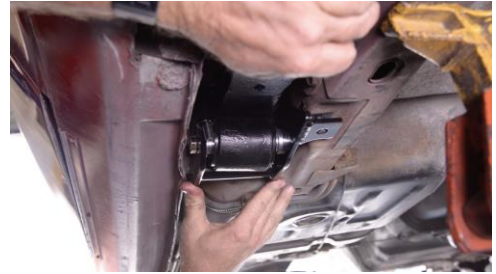


6. Remove the stock mount off of the leaf spring. Locate the correct lsb-71 mount for the side you are working on. The lsb-71 mount has a tube welded to one side. This goes to the outside of the car. The long stud indexes in the tube. First determine which hole you are going to use in the mount. If you are using our reverse eye spring you will use the bottom hole. Do not raise the leaf up to the top hole. If you are using a standard eye leaf spring, you can use either locating hole.



Place the leaf in the mount and use the $\frac{1}{2}$ inch bolt and nut supplied in your kit. Torque the bolt to 70 foot pounds. Do both sides now.

6. Use the floor jack and raise the differential with leafs attached up and slip the mounts over the studs. There is a small tab that indexes in the unibody located on the flat plate next to the forward bolt. That must index in the slot.



7. Use the hardware in the kit, tighten down the nuts and torque to 35 foot pounds.

8. After tightening the bolts, raise the rear end and reinstall the shock to the spring pad.

Installation is complete. If you have any questions please check out our video on installation the LSB-71 or give us a call.

877-470-2975

