Global West Suspension

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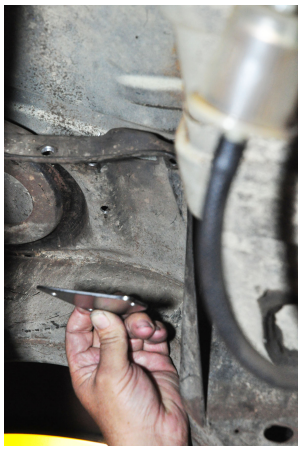
COR-646S
1964-1966 – 10 bolt rear end
A-body rear coilover kit

No welding is required
Kit includes:

- Rear upper cross member
- 2 upper shock mounts
- 2 upper shock mount nut plates
- 1 drill template for upper shock mount
- 2 1/8 inch upper cross member mount shims
- 1 right and 1 left lower shock mounts
- 2 – 1400.250.0150s rate springs
- 1 thrust bearing kit
- 2 – QA-1 single adjustable shocks
- 2 – 5/16 x 18 ¾ bolts
- 2 – 5/16 x 18 whiz nuts
- 4 – 5/16 x 18 flange bolts
- 6 – 5/16 flat washers
- 6 – 3/8 x 24 x 1 ¼ bolts
- 6 – 3/8 x 24 whiz nuts
- 6 – 3/8 flat washers
- 2 – ½ x 20 x 4 grade 8 bolts
- 4– ½ x 20 x 3 1/2 grade 8 bolts
- 4 – ½ x 20 x 1 1/4 grade 8 bolts
- 20 – 12mm flat washers
- 10 – ½ x 20 lock nuts
- 2 – ½ x 1 spacers
- Spanner wrench

1. Using a floor jack raise the rear of the vehicle up and support it with jack stands under the frame, not the differential. Note: The vehicle must be raised high enough so that the springs can be removed when the differential is lowered. Once the car is resting on the jack stands, remove the rear shocks of the car. Once the shocks are removed gently lower the differential down until the springs become loose. Remove the springs.

2. Locate the triangle drill template for the upper shock mount.
   Bolt the drill template to the frame using 2 of the 5/16 x 18 x 1 bolts and whiz nuts supplied in the kit. The template locates in the original shock position. Once the template is in place, drill a hole in the frame using a 5/16 drill bit for locating the new shock mount bracket.



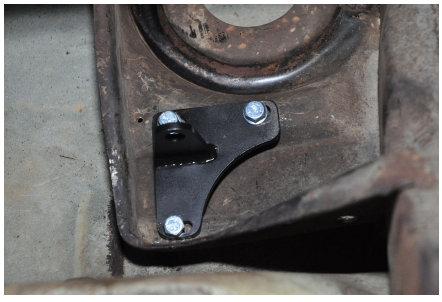
3. Install the shock mount brackets, remove the drill template and locate one of the shock mounts. There is a right and left mount. The mounts only install one way. Using the new hardware supplied, bolt the mount to the frame. Use one 5/16 x 18 x ¾ bolt and one 5/16 whiz nut in the single hole towards the rear of the car. Use two 5/16 x 18 x 1 bolts and one of the shock mount nut plates on the other side of the mount. Slide the plate along the top of the frame (see number 3) and install the remaining two bolts. Do not tighten any of the bolts down yet. Install both sides before going to the next step.

1.

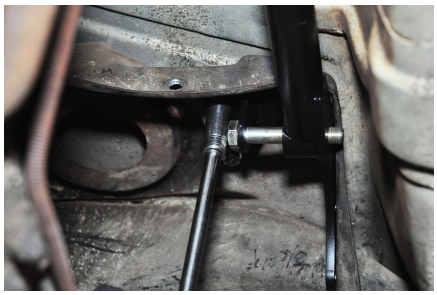
2.

3.

4.



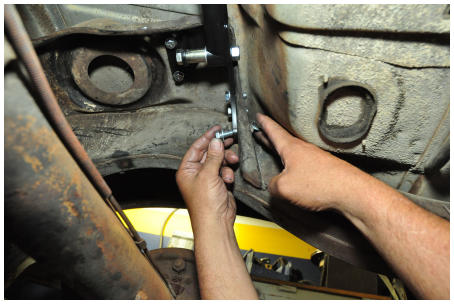
4. Time to install the cross member, slide the cross member up to the newly installed shock mounts. The cross member can only install one way. Using a ½ x 20 x 3-1/2 inch bolt and one ½ inch x 1 spacer (all in your kit) slide the bolt through the new shock mount , slip the ½ inch spacer over the bolt and then through the cross-member ½ diameter bung. The photo below shows the steel spacers location.
Install both sides.
Note: The shock mounts should be loose so they can shift when lining up the bolts for the cross member.
Once the cross member is lined up tighten down the shock mount bolts.



5. The cross member is now lined up against the frame, use a drill with a 3/8 drill bit and drill the frame for mounting the cross member. After the first hole install a 3/8 bolt and nut and just snug.

Go to the other side of the car and drill one hole and install a bolt. After you have a positively located the cross member drill the remaining holes.

Depending on the frame you may have to use a shim between the frame and the new cross member. We have supplied one for each side. The shim would go between the bracket and the frame – see photo below.
Install the 3/8 x 24 x 1-1/4 bolts using a flat washer first through the cross member and then use a 3/8 x 24 whiz lock nut. Tighten to 45 foot pounds.

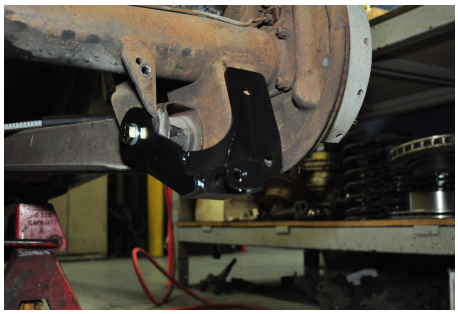


6. Next you will install the lower shock mount to the differential. First remove the bolt holding the lower control arm to the differential.

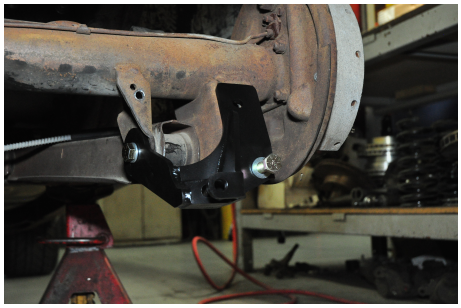
7. Install one of the new lower shock mounts using a new ½ x 20 x 4 inch bolt and one 12mm flat washer. Slide the bolt through the new lower shock bracket and differential. Install a 12mm washer and a ½ x 20 lock nut on the other side.

A.

B.



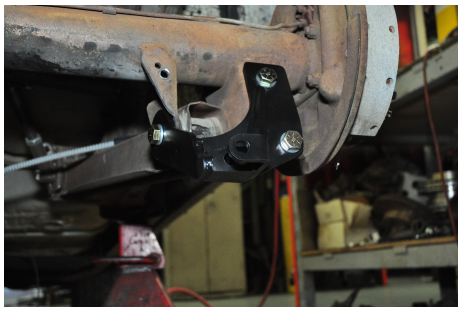
C. Install one ½ x 20 x 1-1/4 bolts with a 12mm flat washer through the hole that is aligned with the original shock mount hole. Tighten down the bolt to 70 foot pounds.



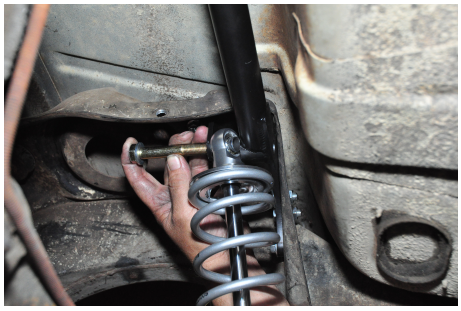
D. Use a drill with a ½ inch drill bit and drill a new hole through the differential lower arm mount.

E. Install another ½ x 20 x 1 ¼ bolt with a 12mm flat washer on each side and torque to 70 foot pounds.

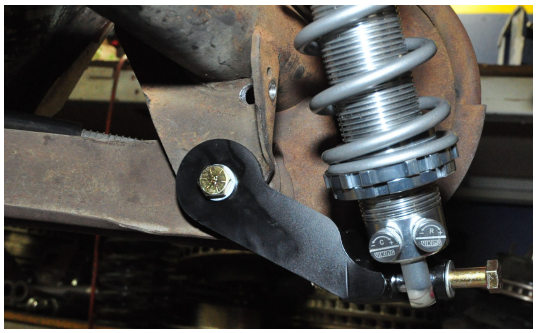
The final should look like this.



8. Install the shocks starting with the upper mount. Use a ½ inch x 20 x 3 ½ inch long bolt with a 12mm flat washer and slide it through the upper shock mount. Hold the shock in place and slide the bolt through the shock and the cross member. Tighten the bolt down using a 12 mm flat washer and ½ inch nut. Tighten to 70 foot pounds.



9. Install a ½ x 20 x 3 ½ bolt with a 12mm flat washer through the lower shock mount. The adjusting knobs need to be on the positioned towards the inside of the car.



Tighten down to 70 foot pounds.

Adjusting the ride height is done by rotating the adjusting nut just below the spring. A spanner wrench included in your kit. The adjusting nut below the coil spring seat is a jam nut. The ride height is adjusted by turning the spring seat, Up raises the car and down lowers the car. Adjusting the ride height is best done by raining the car by the frame and removing tension on the spring and shock. After setting your desired ride height run the jam nut up to the spring seat and tighten.