655 SOUTH LINCOLN AVE / SAN BERNARDINO CA. 92408
PHONE 877-470-2975 / FAX 909-890-0703
Web address: globalwest.net

**COR-5864M(1958 – 64)** Impala rear coilover kit with Moser rear end.
This kit bolts on, welding is not required.
Kit contains the following:

- 2 rear coilover shocks
- 2 rear springs
- 2 adjuster thrust bearings
- 4 adjusters
- 1 spanner wrench
- 2 lower control arms
- 2 aluminum clamps
- 2 tri-angle support tubes
- 2 straight support tubes
- 2 lower arm support mounting brackets
- 1 upper cross member
- Assorted hardware

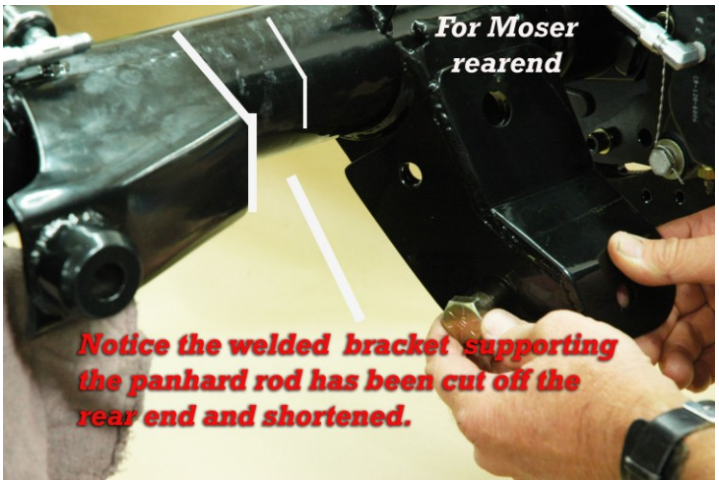
1. Raise the vehicle up and place jack stands under the frame to support the vehicle.
2. Remove the rear tires.
3. Place the floor jack under the rear end and raise the rear up enough for jack stands under the frame so you can get the rear shocks and springs off.
4. Lower the car down onto the jack stands and with the jack still under the rear end remove the bottom of the shock of the rear end. Then lower the rear end until pressure is off the rear springs. Remove the rear springs and finish removing the shocks.
5. With the springs removed, raise the rear up enough to get a couple of jack stands under the rear end for support.
6. Remove only one lower control arm. Keep the floor jack under the center of the rear end close to the pinion. You can tilt the pinion with the floor jack if need to remove pressure off the lower arm bolts for removal.
7. You can do this installation on the car or on the bench. We have covered both ways. We did the bench install a little different because it was an aftermarket rear end and not factory. The end result is the same.

If it is on the car you will first install the lower control arm. Install the rubber bushing on the rear end side. New hardware is supplied. The front of the arm has a special bearing in it that allows for pivot. Install the front of the arm on the frame first. It has a spacer on each side of

the bearing. They are already installed in the arm. Make sure the spacers don't fall out during installation; you will need them for proper spacing in the frame bracket. Tighten to 120 foot pounds.

8. Next swing the lower arm up into the rear end mounting bracket. Make sure the bolt that holds the parking brake cable is on the top of the control arm.

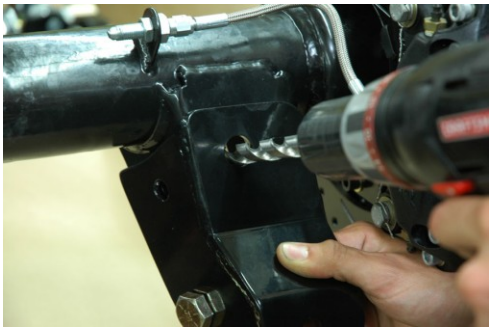
9. On a Moser rear end you will have to remove part of the panhard rod bracket that is welded to the axle tube. The photo shows what is required. The welded bracket is in the way of the coilover shock mounting support clamp. A couple of inches are generally required. It could vary!




10. Locate in your kit one of the 5/8 bolts with a flat machined into it. Slide a flat washer on it and install the bolt through the correct (right or left) shock mounting bracket supplied in your kit. See photo --

11. Next tilt the bracket up tight against the rear end and use a 5/8 jam nut provided in your kit tighten down the bolt enough to hold the bracket tight up against the rear end.

12. Your rear end may already have an upper hole in the bracket. If not you will have to drill one. Drill the upper mounting hole to ¾ of an inch. It is best to step drill to your finial size.

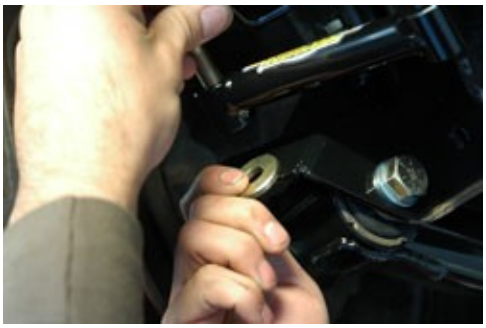


13. Using a ½ inch drill and ½ inch drill bit, drill the side mounting bolt hole. Make sure the bracket is tight up against the rear end mount. You may want to clamp it.

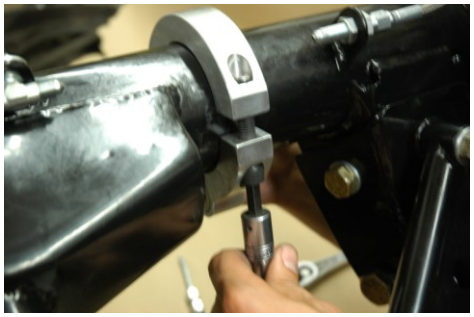
Use one of the ½ inch bolts, one flat washer and one ½ x 20 loc nut, Tighten down the bracket 70 foot pounds

Now install the tubular support bracket. Use a ½ x 20 x 2 ½ bolt with flat washer and slide it through the mount. Use a thick wall ½ inch flat washer with a lock nut and slightly run the nut down a few threads just to hold the bracket in place.

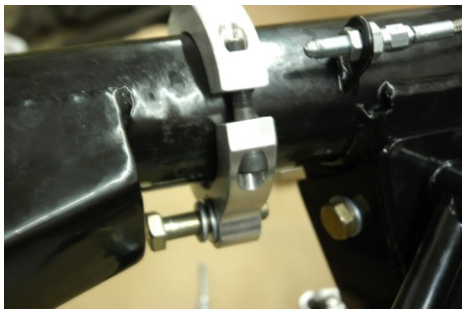
14. Next slide the bottom of the tubular bracket over to the index hole in the new bracket. You may or may not need spacers. If so they are supplied in your kit. You want the bracket to be flat. Using a ½ inch x 20 bolt and flat washer, slide the bolt through and using a ½ x 20 lock nut tighten down the assembly to 70 foot pounds. You can now tighten the upper bolt as well to 70 foot pounds.



15. Install the aluminum clamps onto the differential. The clamp with the center hole goes on the bottom side of the axle tube. – Do not tighten the clamps down yet. You will have to slide the clamp into position first.



16. Get the one of the short straight tubes and a 2 x ½ x 20 bolt with lock washer and flat washer, and slide bolt through the aluminum clamp. See photo – next thread the bolt into the short straight tube (one end is threaded). Do not tighten down yet, just run the bolt down till you have some resistance on the tube. The tube will need to pivot slightly for alignment.



17. Next use one of the 5 ½ inch long ½ inch bolts and slide it through the triangle bun. You can use the base of the coilover shock to space the bracket. In the photo we used a spacer. Line the other side of the straight tube up with the bolt. You will have to move the clamps to position the straight tube so the bolt slides through. Temporary tighten down the bolt.

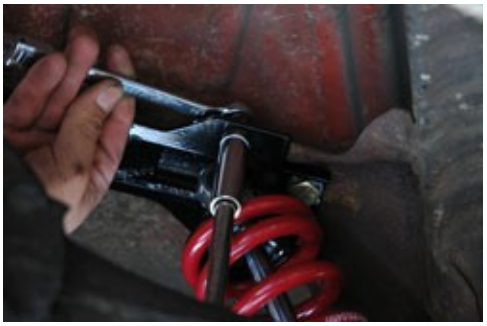
18. Next tighten down the clamps and tighten down the ½ inch bolt holding the short tube. Tighten down the allen bolts so the gap on each side of the rear end is equal. Tighten to 35 pounds. Place a little red loctite on the threads. Torque the ½ inch bolt to 70 foot pounds.

When it is together it should look like the following.

19. Now install the upper cross brace to the frame. The shocks should already be removed. The brace will fit along the top. Install new hardware supplied in your kit. The brace will tuck up into the channel of the frame between the shock mounts.

20. Once the cross member is bolted in, use a ½ inch drill motor with a ½ inch drill and drill an additional bolt hole through the frame. One on each side of the cross member.

21. Install the coilover shock. Use the hardware supplied in the kit.



22. Installing the lower portion of the shock. Locate a 5 inch long ½ inch bolt and slide it through the tubular lower mount. Install one of the tapered shock mount spacers first on the bolt. The taper goes towards the shock. Slide the shock onto the bolt and then another tapered spacer. (See photo).

23. Tighten down the ½ inch bolt holding the shock to 70 foot pounds.

24. The end result should look like this. Follow the same procedure for the other side.

25. Once the coilover system is installed you still have to torque the lower control arm bolts to the rear end housing. Place a floor jack under the rear end and raise the car till the suspension just picks up the frame off of the jack stands. Do not remove the stands from under the rear end or the frame rails. Carefully torque the rear lower arm frame bolts to 120 foot pounds.

26. Adjusting the ride height is done by using the spanner wrench supplied in your kit. Lift the car up so load is off of the wheels. Place stands under the frame and lower the jack so the car is supported properly. Use the spanner wrench and rotate the lower spring collar so the up or down depending on the ride height you are looking for. After you have adjusted your ride height run the jam nut (lower threaded collar) up to the spring collar and tighten.