



Global West Suspension
655 South Lincoln Ave. San Bernardino, CA. 92408
PHONE: 877-470-2975 / FAX: 909-890-0703
www.globalwest.net

PART # 1030

Welding required:

Kit #1030 requires the control arm shaft to be extended with studs at the ends of the upper cross shaft. They are welded. The stud converts the shaft over from a 3/8 bolt to a 5/8 slotted hex nut. Once the bushings are installed and adjusted, a cotter pin is used through the slotted hex nut for maintaining the bushing preload or setting. If you use the factory bolt setup, the bolt will back out of the shaft as the suspension moves up and down. Using our combination, a 5/8 nut and cotter pin, the bushings will not back out.



NOTE: Kit 1030 will NOT fit tubular upper control arm kits CTA-42 or CTA-79. Do NOT try to make this kit work. You will damage the bushings and possibly the arms.

Special items necessary for installation:

- Hydraulic Press

If the press is not handy, take your control arms to a shop that has the proper equipment. Having the right tools always makes the job go more smoothly and there is less likelihood that you will damage the A-arm or bushing during the installation process.

Remove the upper a-arms from the vehicle; refer to a shop manual for proper removal procedures.

Installation for the upper arms is as follows: The first step is to see if the shaft slides through the bushing holes in the stock upper arm. Some shafts will not.

Note: There are 4 types of upper control arm shafts.

1. Stock GM small boss cross shafts with 5/16 bolts holding the bushings in place. (Procedure A)
2. Stock GM large boss cross shafts with 5/16 bolts holding the bushings in place. (Procedure B)
3. Stock GM small boss cross shafts with 5/8 diameter nuts holding the bushings in place. (Procedure C)
4. Offset aftermarket shafts with 5/8 diameter nuts holding the bushings in place. (Procedure C)



If you are using your stock shaft: Procedure A

1. Remove the shaft from the old control arm. Clean and remove any paint, rust or grease from the control arm shaft.
2. Try sliding the stock shaft through the bushing housing of the new control arm. GM had 2 different styles of control arm shafts. One slides through the bushing housings in the control arm and the other does not. If your shaft **does not** slide through the housing follow **Procedure B**.
3. The upper shaft slides through the bushing housing of the control arm. Locate 4 studs in your new kit. The studs are machined on one side. Insert the small diameter end of the stud into the bolt hole. Gently tap the stud into place. Install the stud so a small gap is seen between the end of the shaft and the threaded portion of the stud. Do this to both ends of the shaft.

4. Weld the stud to the shaft. We recommend TIG welding. Weld all the way around the shaft filling in the gap. Buff any high welds off so the bushing will slide on.

Procedure B: Control arm shaft does not slide through the control arm bushing housing.

1. The boss area surrounding the bolt holes located where the cross shaft attaches to the frame is the problem. The boss area is too big. Simply grind or buff a small amount of material **equally** off both sides of the boss area. Only remove enough material till the shaft slips through the bushing housing. The cross shaft has plenty of material if you are concerned about strength. Continue on following the steps outlined above in **Procedure A**.

Procedure C: Control arm shaft has 5/8 diameter nuts holding bushings in place.

This type of control arm shaft installs without any modifications. Disregard stud installation. We recommend offset control arm shafts because they give you more latitude for alignment correction. Part # 702's. However offset shafts are not mandatory.

You are now ready to install the shafts in the control arm.

1. To install Del-a-lum bushings, remove the plastic insert from the bushing. Press one aluminum bushing into the control arm, making sure that the hole for the grease fitting is positioned in such a way that you will be able to access the fitting for lubrication once the control arms are installed on the vehicle! Press the bushing in until it stops butting up against the control arm flange.
2. Slide one small steel inner thrust washer on the shaft first, followed by one small delrin plastic thrust washer, next slide the shaft through the arm into the bushing housing.
3. Place on the shaft one small steel inner thrust washer followed by one small delrin plastic thrust washer.
4. Now- press in the bushing on the other side of the control arm. Make sure you position the grease fitting as in step one.
5. Once both aluminum bushings are pressed in, install the delrin plastic insert. Place grease inside the bushing and in the insert before installing. Install the insert. Sometimes the insert may need to be slightly tapped into position.
6. Next snap the outer plastic thrust washer over the delrin plastic insert. Install one large steel flat washer and slotted hex nut. Tighten down the bushing so that there is just thrust contact with the washers and bushing, no air gaps. Similar to a wheel bearing adjustment. Next tighten down 1/8 of a turn on the wrench or one flat on the nut.
7. Install the grease fitting.
8. Next use a 1/8 inch drill bit and drill a 1/8 inch hole through the shaft. You are going to cotter pin the hex nut so there will be chance of the nut backing off. The hole should be drilled in the slot of the hex nut similar to that of a wheel bearing cotter pin setup. Cotter pin each end of the shaft before installing on the car.

Grease bushings at least once a year.
Use Neo grease or any synthetic grease that is water resistant. Boat hub grease may also be used.

