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## PART # 1055 1963-82 Corvette and 1955-57 Chevy Tri-5

### Welding required:

Kit #1055 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 7/16 bolt to a 5/8 slotted hex nut. They also increase the bushing surface area supporting the arm. 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. Reinforcement plates are also supplied for strengthening the control arm. They are also welded.



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 lower control arms from the vehicle; refer to a shop manual for proper removal procedures.

**Before you remove the bushings and shaft from the lower control arm, you should weld the reinforcement plates to the lower arm while the bushings support the arm.**

There are 4 plates in your kit. The plates will require a little grinding for proper fitment top the arm. Contour the plate so it fits in between the sides of the arm, then weld the plate to the arm. Once the welding is completed, remove the stock bushings. The entire bushing is removed including the outer shell.



### **Prepping the control arm:**

Take a air grinder and radius the inside lip of the hole where the bushing presses through. This will make the press work easier because it helps to align the bushing into the hole. Notice the angle of the grinder. It is only putting a small radius in the material.



For Corvettes:

1. Control arm shaft: The first step is to weld the studs into the ends of the shaft. Clean and remove any paint, rust or grease from the control arm shaft. Insert the small end of the stud into the bolt hole and gently tap the stud into place. Install the stud so a small gap is seen between the end of the shaft and the stud.
2. 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 insert will slide on the shaft.
3. Do the same procedure to the other side of the shaft.



For 1955-57 Chevy Tri-5

1. Control arm shaft: The first step is to weld **only one stud** into the end of the shaft. Clean and remove any paint, rust or grease from the control arm shaft. Insert the small end of the stud into the bolt hole and gently tap the stud into place. Install the stud so a small gap is seen between the end of the shaft and the stud.
2. 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 insert will slide on the shaft.
3. **Slide the shaft through the control arm before welding the other stud in.** Once the shaft is in the control arm, tap the other stud into the shaft and weld accordingly. Buff the high spots off so the insert slides on the shaft smoothly.

**For Corvette you are now ready to install the shafts in the control arm. INSTALL THE MOST FORWARD BUSHING IN THE ARM FIRST –NOT THE REAR.**

**For 55-57 Chevy the shaft is already installed in the arm and it does not matter which bushing you install first.**

To install Del-a-lum bushings, remove the plastic insert from the bushing and with a suitable press tool, press the bushing housing that goes towards the front of the car in first. Make 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! I recommend installing the grease fitting in the bushing so you can see the best position for the grease fitting to go. Normally it is towards the bottom edge of the arm where the metal plate you just welded in is. Press the bushing in until it stops, butting up against the control arm flange.

Corvette

1. 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. The shaft will slip from the inside of the arm and then pull it forward into the bushing. You now know why the front bushing goes in first.
2. Place on the other side of the shaft one small steel inner thrust washer followed by one small delrin plastic thrust washer.
3. Now- press in the bushing on the other side of the control arm. Make sure you position the grease fitting as in step one.
4. 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.
5. 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.
6. 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 no 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.

#### For 1955 – 57 Chevy Tri-5 bushing installation

1. Slide one small steel inner thrust washer on the shaft first, followed by one small delrin plastic thrust washer. With suitable press tools align the grease fitting up where you have the best access. Normally it is towards the bottom edge of the arm where the metal plate you just welded in is. Press the bushing in until it stops, butting up against the control arm flange.
2. Once the bushing is pressed in, go to the other side of the arm and install the steel thrust washer first, then the small plastic inner thrust washer and then the bushing. Remember to point the grease fitting where you can get to it.
3. 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.
4. 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 the nut 1/8 of a turn on the wrench more or one flat on the nut.
5. 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 no 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.