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#707 STUD KIT FOR GM UPPER CONTROL ARM SHAFTS

#707 converts GM upper control arm shafts that use a 3/8 bolt to hold the bushing in place over to a 5/8 diameter nut.

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

1. Stock GM small boss cross shafts with 3/8 bolts holding the bushings in place. (Procedure A)
2. Stock GM large boss cross shafts with 3/8 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.