



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

**Part # CNR-42A ----- 1964-72 A-BODIES ----- Note:
Requires GM tall spindle.
NEGATIVE ROLL CONTROL ARMS**

Notice: Kit CNR-42A will not work with the original stock spindles. This kit requires using a tall GM spindle measuring 8 15/16 inches across the ball joints. The stock spindle measures 7 inches. If you want to use stock spindles then the correct upper control arm kit is part # CTA-42A. (Photo to right is a stock spindle.)



To install this system we assume you already have special machined lower ball joints part # 2005 and different outer tie rods, 1964-70 part # 3007 or 1971-72 part # 3008.

Kit CNR-42A is a fully assembled control arm complete with bushings, cross shafts, upper ball joints, and bump stops. Installation is simple.



1. Lift the front of the vehicle up and support the frame with jack stands.
2. Remove the front tires and place a floor jack under the lower control arm out by the ball joint. Using the floor jack lift the lower arm up until the upper control arm is off the upper frame bump stop. (Place an additional floor jack under the control arm for safety).
3. Remove the upper ball joint nut and separate the ball joint from the spindle by using a pickle fork.
4. Remove the 2 bolts supporting the upper control arm cross shaft. (Remove the alignment shims located next to the shaft and remember what position they came from. Note: Don't worry about it if you forget. The alignment shop is going to adjust them anyway).
5. Remove the upper control arm by sliding them off the frame studs. **(If the exhaust is in the way press the studs out. DO NOT PUT A SOCKET ON THEM AND TURN THEM OUT. THE BOLTS ARE KNURLED. SPINNING THEM OUT WILL DAMAGE THEM).**
6. Once the upper arm is off, remove the rubber upper bump stop on the frame. If you don't see one you may have already lost it. A lot of the older cars have lost them do to age and deterioration.
7. Install your new upper arm. There is a right and left. On the bottom of the control arm next to the bump stop, you will see a D for driver side or a P for passenger side. If you had to remove one or both of the upper frame bolts, simply take a drift and tap them back into the frame. Make sure the new arm is in position first.

8. Place the alignment shims back on the bolts and tighten down the upper shaft to the frame. (The shims go between the frame and the upper shaft).
9. Slip the upper ball joint through the spindle and tighten the ball joint nut. You should be using the tall spindle and not the stock. Torque to 60 foot-pounds. Lubricate ball joint and install the cotter pin. Note: To lubricate the upper ball joint, pry the aluminum cap off using a flat blade screw driver. An o-ring holds the cap in place and protects the upper ball joint from collecting dirt and water. Once the cap pops off, lubricate the ball joint and reinstall the cap by pressing down on the cap. It will reseal in the arm.
10. Remove the safety floor stand and lower the floor jack. Repeat the same procedure for the other side. After completion you must get the car aligned.

Street applications

(Driver side caster 4 1/2 degrees positive) (Passenger side caster 5 degrees positive)

Camber 1/2 degrees negative both sides

Toe in 3/32 total toe in

Competition initial settings

(Driver side caster 6 degrees positive) (Passenger side caster 6 degrees positive)

Camber 1-1/4 degrees negative both sides

Toe in 1/32 in per side measured under deflection